



Docket Item #12A-F

Master Plan Amendment #2011-0002

Rezoning #2011-0001

CDD Concept Plan #2011-0001

Text Amendment #2011-0009

Development Special Use Permit #2010-0027

Special Use Permit/Transportation Management Plan #2011-0001

<u>Application</u>	<u>General Data</u>	
<u>Project Name:</u> Harris Teeter of Old Town North	PC Hearing:	June 7, 2011
	CC Hearing:	June 25, 2011
	If approved, DSUP Expiration:	June 25, 2014 (three years)
<u>Location:</u> 717, 719, 723, 735 N. St. Asaph Street; 716 N. Pitt Street	Zone:	Existing: CD, Commercial Downtown Proposed: CDD#20
	Proposed Use:	Mixed Use (retail and residential)
<u>Applicant:</u> Buchanan Partners, represented by Kenneth Wire, McGuire Woods	Small Area Plan:	Old Town North
	Historic District:	Not Applicable
	Green Building:	EarthCraft for Residential and LEED Silver or equivalent for Retail

<u>Purpose of Application</u>
<p>A consideration for requests to implement the following:</p> <ol style="list-style-type: none"> 1. Amend the Master Plan to create Coordinated Development District #20; 2. A rezoning request to change the land use classification from Commercial Downtown to Coordinated Development District #20; 3. Text Amendment to include CDD #20 in the Zoning Ordinance; 4. A Coordinated Development District Concept Plan to allow for a 3.0 Floor Area Ratio for a full-service grocery store and residential units; 5. A development special use permit with site plan to construct an approximately 52,000 sq. ft. grocery store and approximately 175 residential units; 6. A special use permit for a transportation management plan.
<u>Staff Recommendation:</u> APPROVAL WITH CONDITIONS
<u>Staff Reviewer(s):</u> Dirk Geratz, AICP; dirk.geratz@alexandriava.gov Colleen Willger, AICP, LEED AP BD+C; colleen.willger@alexandriava.gov

CITY COUNCIL ACTION, JUNE 25, 2011: City Council approved the Planning Commission recommendations with the following amendments: (1) add a condition #117 stating, "the applicant shall employ traffic control management on peak shopping days where traffic volume associated with the grocery store are expected to be heavy for monitoring the flow into and out of the retail/residential garage subject to the approval of the Director of Transportation and Environmental Services"; (2) delete conditions 29 (d), (e), and (f) and add condition 29(d) to read as follows, "excess parking within the residential portion of the project shall be made available to the retail employees on an as needed basis"; (3) add condition #118 stating, "the money earmarked for the proposed BikeShare may be used for transportation improvement in the surrounding neighborhood if the BikeShare program is not implemented"; (4) add condition #119 stating, " the Director of Planning and Zoning will review the condition one year after operations or after the issuance of a certificate of occupancy to assess the impact, primarily related to traffic operations"; and (5) a revision to condition 44 stating, "The applicant shall work with the City to install a bike share station on their site frontage or directly across the street from the project as part of a coordinated bike share program."

PLANNING COMMISSION ACTION, JUNE 7, 2011:

Master Plan Amendment #2011-0002:

On a motion made by Mr. Wagner, seconded by Ms. Fossum, the Planning Commission unanimously voted to **adopt** the Master Plan Amendment #2011-0002 resolution to amend the Old Town North Small Area Plan to change the master plan designation from CD to CDD. The motion carried on a vote of 6-0, with Mr. Robinson absent.

Reason: The Planning Commission agreed with the reasoning in the staff report and found that the proposed amendment to permit mixed use development at the subject property was consistent with the goals for the area and the intent of the Old Town North Small Area Plan, specifically the following:

- The property, the previous Gazette Packet Newspaper Block, is designated as a major development site;
- The mixed use development meets the goal of the Old Town North Small Area Plan to attain a mix of land uses that increases the existing residential component and establishes a healthy retail component;
- The block is described as appropriate for mixed use development at relatively high densities;
- The Old Town North Small Area Plan states its support for higher density for a mixed use development;
- The northern portion of the block is identified as a retail focus area where retail and personal service uses are viewed as vital to the neighborhood.

Text Amendment #2011-0009:

On a motion made by Mr. Wagner, seconded by Ms. Fossum, the Planning Commission unanimously voted to **initiate** the Text Amendment #2011-0009, as amended to include a 1.3 parking space per dwelling unit parking ratio, to amend the Zoning Ordinance to include a Coordinated Development District #20. The motion carried on a vote of 6-0, with Mr. Robinson absent.

On a motion made by Mr. Wagner, seconded by Ms. Fossum, the Planning Commission unanimously voted to **recommend approval** of the Text Amendment #2011-0009, as amended, to include CDD#20 in the Zoning Ordinance. The motion carried on a vote of 6-0, with Mr. Robinson absent.

Reason: The Planning Commission found that the proposed amendment was consistent with the intent of the Old Town North Small Area Plan.

Rezoning #2011-0001:

On a motion made by Mr. Wagner, seconded by Ms. Fossum, the Planning Commission unanimously voted to **recommend approval** of the Rezoning #2011-0001, to revise the zoning designation from CD/commercial downtown to CDD#20/coordinated development district #20 at 717, 719, 723, 735 N. St. Asaph Street; and 716 N. Pitt Street. The motion carried on a vote of 6-0, with Mr. Robinson absent.

Reason: The Planning Commission found that the proposed amendment was consistent with the intent of the Old Town North Small Area Plan.

Coordinated Development District Concept Plan #2011-0001: On a motion made by Ms. Fossum, seconded by Mr. Jennings, the Planning Commission voted to **recommend approval** of the CDD Concept Plan #2011-0001 to allow for a Floor Area Ratio of 3.0 for a full-service grocery store and residential units. The motion carried on a vote of 4-1-1, with Mr. Dunn abstaining and Mr. Wagner voting against. Mr. Robinson was absent.

Reason: The Planning Commission found that the proposed amendment was consistent with the intent of the Old Town North Small Area Plan.

Development Special Use Permit with Site Plan #2010-0027:

On a motion made by Ms. Fossum, seconded by Mr. Jennings, the Planning Commission voted to **recommend approval** of the DSUP #2010-0027, to construct an approximately 52,000 sq. ft. full-service grocery store with approximately 175 residential units. The motion carried on a vote of 5-1, with Mr. Wagner voting against.

Reason: The Planning Commission generally expressed support of the proposal and agreed with staff recommendations, including the changes outlined in the staff memo to the Planning Commission dated June 3 which recommended the removal of conditions #56-#58 and an amendment to condition #38. An additional amendment to correct a technical error in condition #38 was also accepted by the Commission.

Special Use Permit for Transportation Management Plan #2011-0001:

On a motion made by Ms. Fossum, seconded by Mr. Jennings, the Planning Commission voted to **recommend approval** of the SUP/TMP #2011-0001 for a voluntary transportation management plan. The motion carried on a vote of 4-1-1, with Mr. Dunn abstaining and Mr. Wagner voting against. Mr. Robinson was absent.

Reason: The Planning Commission found that a TMP was consistent with the City's goals and generally agreed with staff recommendations.

Speakers:

Val P. Hawkins, President and CEO of Alexandria Economic Development Partnership (AEDP), spoke in support of the proposal.

Phillip Matyas, 219 North Pitt Street, spoke in support of a Harris Teeter but expressed several concerns including his belief that rezoning is very dangerous, historic buildings should not be dense, does not like three grocery stores being located within a block of each other. Mr. Matyas requested that the Planning Commission endorse the project but at a lower density.

Dave Weinman, 400 Madison Street, President of Alexandria House, spoke against the proposal. Mr. Weinman disagreed with having another grocery store in the neighborhood and agreed with Mr. Mattes' comments about the size of the project and the rezoning. Mr. Weinman claimed there would be a parking issue with the lack of street parking for residential units. He suggested there are not enough parking spaces. Mr. Weinman also stated that traffic will create a busy North Pitt Street and believes the proposal will greatly change Old Town.

Michael Wenk, 400 Madison Street, spoke against the proposal. Mr. Wenk expressed five concerns: 1) safety, 2) traffic, 3) density, 4) location of loading docks, and 5) parking and environmental impact of a grocery store. Mr. Wenk suggested moving all of the traffic to the Saint Asaph Street side. Mr. Wenk also stated that a modification to zoning should not adversely impact neighbors.

Nancy Kincaid 400 Madison Street, spoke against the proposal. Ms. Kincaid stated that she strongly objects to the mammoth size of the Harris Teeter and believes the development will dwarf the neighborhood. Ms. Kincaid also believes the parking is inadequate and Harris Teeter should not be permitted a parking reduction. She thinks traffic will impact all of the City of Alexandria residents. Ms. Kincaid also expressed her concern that the area is being overdeveloped and they do not need another grocery store.

Alan Shark, 500 Wythe Street, spoke against the proposal but supported a smaller Harris Teeter. Mr. Shark voiced concerns with traffic, parking, and safety. He testified the difficulty of walking in the neighborhood during rush hour, as he and his wife almost get hit, daily, by cars. Mr. Shark wanted to know if changing the direction of the one-way pairs would alleviate these concerns. He believes the density does not make sense for this location. He also suggested relocating the loading and garage entrance to Madison Street. Mr. Shark believes the store as proposed is too large; it is a mega store. He would like to have a smaller Harris Teeter.

Rick Gutwald, 400 Madison Street, spoke against the proposal. Mr. Gutwald believes a grocery store does not fit the neighborhood. He recommended the Planning Commission reject or defers the proposal until more studies can be conducted. Mr. Gutwald believes the residential loading dock should remain on Saint Asaph Street and there is not enough parking. Mr. Gutwald also stated that the Alexandria House garage floods because of an underground aquifer and asked what Harris Teeter is doing to avoid or mitigate similar conditions.

John Reardon, 714 South Overlook Drive, spoke in support of the proposal. Mr. Reardon stated that the proposal will provide jobs and taxes. He believes jobs have a ripple effect throughout

the community. Mr. Reardon also stated that the types of jobs being proposed are for kids and first jobs. He also stated that taxes will bring in business and revenue to the City.

Richard Seline, 711 Chalfonte Drive, spoke in support of the pharmacy component of Harris Teeter but voiced concerns with misuse of impact analysis and leveraging. Mr. Seline stated that with basing part of Old Town economic development strategy on tourism this proposal will negatively impact Old Town. He believes families and tourists staying in hotels near the subject property will buy prepared foods at Harris Teeter and not frequent Old Town businesses. Mr. Seline expressed his belief that the pharmacy will be an important role in the community.

Liz Clark West, 400 Madison Street, spoke against proposal. Ms. Clark West stated her belief that the size and scale of the project are too large for the area. She believes the parking is inadequate; there is not enough for either the residential or the retail. Ms. Clark West also asked how long the parking agreement with the Sheraton Hotel will last and whether they can request more spaces. She also voiced concerns with the shared entrance/exit area. She believes too many cars will be coming and going throughout the day in one area. Ms. Clark West referenced a Washington Post article that said to provide multiple ingress/egress for underground parking.

Thomas Hickok, 801 North Pitt Street, spoke in support of the proposal. Mr. Hickok believes the Harris Teeter will be good for property values and good for the community. He supports the relocation of the loading dock. Mr. Hickok specifically requested wind screens, benches, and a backboard at the tennis courts at Montgomery Park to help mitigate the lack of open space provided on the proposed site.

Janet Powell, 506 Wythe Street, President of Portners Landing Townhomes Homeowners Association, spoke in support of the proposal. Ms. Powell stated that the Portners Landing Townhomes community had a lot of differing opinions, so a survey was conducted. Ms. Powell shared the results of the survey.

Peter Crouch, 215 South Alfred Street, spoke in support of the proposal. Mr. Crouch believes the Whole Foods on Duke Street has been manageable and the impact of the Harris Teeter will not be as bad as people think. He believes the Harris Teeter will be a positive experience.

Mark Latsios, 1208 Russell Road, spoke in support of the proposal. Mr. Latsios stated that the project addresses some existing urban blight. He believes that a project that comes with a premier tenant like a Harris Teeter is something cities all over the country would dream for. Mr. Latsios knows the Andros family and knows they worked very hard to improve the blighted site.

John Rahming, 400 Madison Street, spoke against the proposal and fully supports the concerns expressed by Alexandria House residents.

Charles Ratliff, future resident at 400 Madison Street, spoke against the proposal. Mr. Ratliff stated his concerns with creating a coordinated development district for one small block. He does not think the neighborhood needs another grocery store with two other existing grocers nearby. Mr. Ratliff indicated his beliefs that the noise and air pollution will be strong. He also

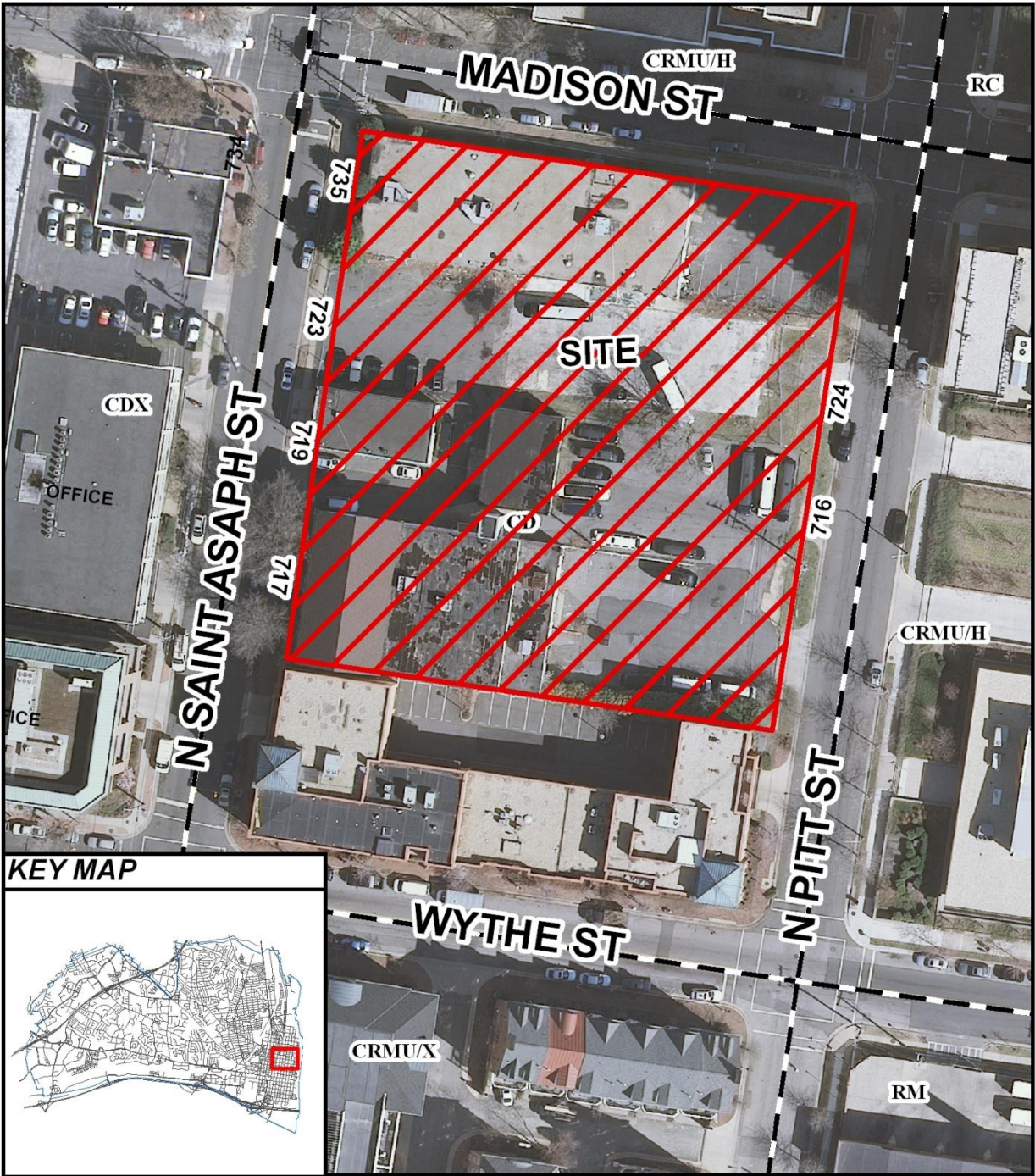
Harris Teeter Residential Development

stated that there will be a significant number of deliveries made. Mr. Ratliff believes the small block should not have a large store and a parking reduction should not be approved. He stated that this is not New York City, it is an historic area.

Kirsten Kulis, 1218 West Abingdon Drive, spoke in favor of the proposal. Ms. Kulis stated that the existing Giant is not a full service grocer and needs to be refurbished. She stated the safety issues with the Giant and belief that the proposed project would put more eyes on the street and make the neighborhood safer. She also made three suggestions: 1) Harris Teeter should enclose their HVAC system, 2) the 11Y WMATA express route to DC should be expanded to include more times/buses to accommodate the additional residents with the proposal, and 3) the applicant should reuse the bricks currently on the site or donate to the City for public works projects.

Tri Phan, 525 Wythe Street, spoke against the proposal. Mr. Phan owns the building directly south of the site. He voiced concerns with the retail loading docks and parking. He said docks on Wythe Street for Trader Joes and the proposed Harris Teeter loading docks could create traffic conflicts and safety concerns on Wythe Street. Mr. Phan believes the parking situation is underestimated for the residential units proposed. He requested the Harris Teeter parking be open for nearby small businesses.

Ken Wire, McGuire Woods, attorney representing applicant.



MPA#2011-0002
CDD#2011-0001
TA#2011-0009

REZ#2011-0001
DSUP#2010-0027
SUP TMP#2011-0001

6/7/2011



I. SUMMARY

A. *Recommendation*

Staff recommends **approval** of the associated development applications proposing a grocery store and multi-family apartments at 735 North Saint Asaph Street, subject to compliance with the staff recommendations. The proposal provides a number of benefits for the City and surrounding community, including:

- Provision of a grocery store to serve the surrounding neighborhood;
- Removal of vacant buildings and surface parking lots;
- Enhanced streetscape along St. Asaph, Madison and Pitt Streets;
- Attractive architectural design of the new development;
- Contribution to open space and affordable housing.

B. *Summary of Issues*

The applicant and developer, Buchanan Partners, has submitted a request for redevelopment of five parcels bounded by St. Asaph Street to the west, Madison Street to the north, Pitt Street to the east and an existing office building to the south in Old Town North. The proposal consists of a 52,000 square foot grocery store, approximately 175 rental apartments above the store and two levels of underground parking. To construct this project, the applicant has requested approval of the following:

- Master Plan amendment;
- Rezoning of the property with associated Zoning Code Text Amendment;
- Development Special Use Permit with Site Plan;
- Transportation Management.

Key issues that were considered with this proposal, which are discussed in more detail later in this report, include:

- Location and impacts of retail loading;
- Architecture and building design;
- Provision of adequate parking in appropriate locations;
- Upgrade of the pedestrian environment and streetscape;
- Design and function of open space; and
- Analysis of potential traffic issues.

II. BACKGROUND

A. *Site Context*

The site is located in the Old Town North area of the city and is comprised of five lots of record that will be consolidated into one property with this proposal. The project area is approximately 1.5 acres, or 65,000 square feet, and is bounded by Madison Street to the north, St. Asaph Street

to the west, Pitt Street to the east, and the Riverport Office Condominium building to the south. The site is located approximately a quarter mile from the Potomac River and about a half mile from the Braddock Metro Station. Residential, retail and office uses, as well as public open spaces are in the immediate proximity of this site, including The Royal Restaurant, Sheraton Hotel, Alexandria House, Portner's Landing, and Saul Center. The project area is predominantly vacant. Remnant warehouse buildings on the site are from the Alexandria Gazette newspaper. The vacant Artery 717 Gallery and a Michael III Drycleaners currently occupy the site as well.

III. PROJECT DESCRIPTION

This proposal is for a mixed use building that includes a street level grocery store with four floors of multi-family dwelling units, all of which is above two levels of below grade parking. Specifically, the grocery store will occupy nearly the entire first floor of the new building with approximately 52,000 square feet of floor area. The approximately 175 rental dwelling units will occupy floors 2 – 5 and account for roughly 165,000 square feet of the building. The residential portion of the building is designed in a “U” shape wrapping a central open space accessible to tenants of the building.

Grocery Store

Harris Teeter has been identified as the grocer that will lease the first floor retail space from Buchanan Partners, the developer of the project. Harris Teeter plans a full service grocery store with a deli, bakery, pharmacy and café among other specialty areas. Outdoor café seating is planned along St. Asaph Street and possibly along Madison Street. The main pedestrian entry from the street will be at the corner of St. Asaph Street and Madison Street. Vehicular access to the below grade parking will be from Pitt Street. This entry will allow access to both the retail and residential parking levels, with the parking for Harris Teeter being on the first below grade level.

Pedestrian access from the garage into the store will be available via elevators and an escalator. Grocery carts can be moved between the grocery store and the retail parking level by a cartalator. Truck deliveries and trash removal will take place in an enclosed loading dock proposed for St. Asaph Street. The depth of the loading dock will be large enough and deep enough to support two tractor trailer trucks and a third smaller truck to park completely within the building. This configuration will prevent any truck from encroaching on to the sidewalk or into the street while making deliveries.

Residential Units

The rental apartments will include a mix of efficiency, one-bedroom, one-bedroom with den and two bedroom units. The sizes will range from 449 square feet for the smallest efficiency unit to 1,327 square feet for the largest 2-bedroom unit. The main residential lobby will be located at the corner of Madison Street and Pitt Street. Parking will be provided at the lower level of the parking garage. An elevator will connect the residential parking to the residential lobby and to the residential floors above. Amenity spaces for the residents will include a fitness center, club

room with adjoining rooftop terrace, as well as the central courtyard. A loading area for moving trucks and associated freight elevator will be located off of Pitt Street. A trash room with compacter for residents will be located in this area as well.

Building Design

As designed, this project will consist of a grocery store which will occupy much of the first floor of the new building with a ceiling height of approximately 20 feet. Above the grocery store, four stories of residential units are proposed, creating a total building height of 5 stories or approximately 67 feet. Though not a tall building compared to other nearby buildings, it does have three long facades fronting St. Asaph, Madison and Pitt Streets. The architect proposes to break up these facades by creating what will appear as a grouping of smaller buildings. The exterior architecture is based on traditional building forms and period styles found in Old Town. However, the buildings are not intended to replicate any particular historic period or building, but rather are intended to create a transitional design solution that bridges the older, traditional design of Old Town with the more eclectic buildings of Old Town North.

The St. Asaph Street façade is designed to appear as three buildings increasing in scale moving from south to north. The largest of the three, wraps half way down Madison Street and is identified as the Harris Teeter portion of the building. The design suggests an older mercantile building converted to a residential use, similar to the successfully converted Crilly Warehouse building located in the 300 block of N. Lee Street. The remainder of the building that occupies half of Madison Street and wraps around to Pitt Street was designed to appear more residential and serves as the main entry to the residential portion.

To further break up the mass along Pitt Street, the architect has a series of bay forms that relate to the townhouses at Portner's Landing and create a more pedestrian-focused scale. The remainder of the building height along Pitt Street is stepped back approximately 7 feet to lessen the impact of the full height of the building on the pedestrian scale of the street.

Streetscape and Pedestrian Environment

Improvements to the streetscape include entirely new sidewalks and street trees. In particular, all concrete sidewalks will be replaced with brick and will be increased in width up to 15 feet with no width less than the 6-foot minimum clearance required. New pedestrian bump outs will be provided on Madison Street intersections allowing for more sidewalk space adjacent to the grocery store and residential entries and to improve safety at street crossings for pedestrians. The bump out at Madison and Pitt Streets will be of an appropriate size for loading and unloading of DASH bus passengers.

All three block faces will include new street trees spaced according to the City landscape guidelines. The tree wells will be interconnected to create as much room for root growth as possible. Foundation planting will be provided, where room allows, softening the edges of the three building faces.

Parking

Two levels of below grade parking are proposed with access from Pitt Street. The first below grade level will contain 150 parking spaces to serve the grocery store. The second below grade level will include, at a minimum, one space per dwelling unit with approximately 175 parking spaces for exclusive use of the rental apartments. Of these spaces, approximately 79 spaces will be compact and 8 spaces are set aside as accessible spaces. An agreement with the Sheraton Hotel will provide an additional 62 parking spaces that will be used by Harris Teeter employees and will be made available with a voucher for visitors of the residential building. A total of 52 bicycle spaces are provided, with locations on each level of the parking garage as well as on-street near the grocery store entry.

The number of on-street parking spaces will generally remain unchanged. The property has several curb cuts along both St. Asaph and Pitt Streets that will be removed allowing for new on-street parking spaces. Two new curb cuts will be constructed as part of this development, including the retail loading dock and a combined curb cut for the residential loading dock and the parking garage access. The loading docks will require that some adjoining on-street spaces will be eliminated to allow the turning movements that are necessary for the delivery trucks to back in and pull out of the loading dock. This reduction will occur primarily on St. Asaph Street. The net change in on-street spaces will be one or two spaces less than current conditions depending on the final configuration and loading docks.

IV. ZONING

A. Zoning History

The project site has been zoned for commercial development since being annexed into the City. Prior to the City's update of the 1992 Zoning Ordinance, the block was classified as C-2, a commercial zone, and could develop at a 3.0 FAR for commercial purposes. Subsequently, the 1992 updates to the City's Master Plan and Zoning Ordinance reduced density throughout the city, which impacted the allowable FAR on the block. The type of land uses suggested for the area, however, never changed and commercial or mixed use development remain as appropriate uses for the area.

The existing zoning classification of the land on the subject property is Commercial Downtown (CD). This zone was created, "with the intent to provide for an urban mix of retail, office, service, hotel, residential, and civic functions for the city's downtown business core" (Section 4-501). The zone, also primarily located in and near the Old and Historic Alexandria District, requires uses to be compatible with the surrounding neighborhood, including nearby residential uses. The CD zone permits a floor area ratio (FAR) of 1.5 or up to 2.5 with approval of a special use permit (SUP). For more detailed information describing what the zone allows, see Table #1 below.

B. Proposed Zoning

The current zoning does not allow for a 3.0 FAR, which is requested due to the size of the floor plate of the proposed full-service grocery store. In order to accommodate this amount of density, a rezoning classification of the land is proposed. The proposed zoning is for a Coordinated Development District (CDD). This zoning classification was chosen because the proposal meets the requirements of a CDD. For example, five parcels are being assembled to create a unified development which includes a mix of uses. This type of development meets the goals of the Master Plan. In 1992, CDDs were devised, “for those areas which are of such size or are so situated as to have significant development related impacts on the city as a whole or a major portion thereof and in order to promote development consistent with the master plan” (Section 5-601). Land zoned CDD should have a mix of land uses and include open space and recreational amenities that serve the project users and city residents. Another purpose of CDD zones is to encourage the assemblage of multiple properties to promote joint planning efforts where there are multiple owners in the zone. Additionally, a review process, such as the City’s Development Special Use Permit with Site Plan mechanism, is established to ensure high quality architectural and urban design and compatibility with the existing neighborhood context.

The CDD proposed would become CDD #20 and would allow for a 3.0 FAR with the provision of a full-size grocery store and 2.5 FAR if there is not a grocery store. The maximum height being proposed for the CDD is 77 feet, although the actual project is approximately 67 feet tall.

The table below outlines the development currently permitted under the CD zone and the proposed CDD#20 zoning provisions.

Table #1. Zoning Tabulations

Property Address:	717, 719, 723, 735 N. St. Asaph Street; 716, 724, N. Pitt Street	
Total Site Area:	65,800 sq. ft.	
Zone:	CD (Current) / CDD#20 (Proposed)	
Current Use:	Vacant Property	
Proposed Use:	Mixed Use (retail and residential)	
	Permitted/Required – CD Zone	Proposed – CDD Zone
FAR:	Nonresidential: 1.5 or 2.5 w/SUP Residential: 1.25 for multifamily (not to exceed 35 DU/acre or 54.45 DU/acre w/SUP)	2.5 FAR or 3.0 FAR w/SUP for Full Service Grocery Store
Height:	50 feet maximum	77 feet maximum
Setbacks:	Front: Same as lot line Side: 25 feet minimum or 1:3 ratio Rear: 25 feet minimum or 1:1 ratio	None
Open Space:	40%	40%
Parking:	Residential - townhomes: 2 spaces / unit Residential – multifamily: 1.3 spaces / 1BR unit; 1.75 spaces / 2BR units; 2.2 spaces / 3BR units Retail: 1 space / 230 sq. ft.	Residential: 1 space/dwelling Retail: 1 spaces / 250 sq. ft. Non Retail: 1 space / 400 sq. ft.
Loading spaces:	Residential: 0 Retail: 3	Residential: 1 Retail: 3

The rezoning and creation of the new CDD will add language to the Zoning Ordinance, which requires the review and approval of a text amendment. This will be processed by the City as TA# 2011-0009. The text amendment will amend the CDD section of the Zoning Ordinance to add the following table.

Table #2. Proposed Zoning Code Description of Harris Teeter of Old Town North CDD

CDD #	CDD Name	Without a CDD Special Use Permit	With a CDD Special Use Permit		
			<i>Maximum FAR and/or Development Levels</i>	<i>Maximum Height</i>	<i>Uses</i>
20	Harris Teeter of Old Town North	CD/Commercial Downtown Zone regulations shall apply	The development controls, including FAR and number of units for land within this CDD, as shown in the approved CDD-20 Concept Plan, in addition to the provisions in the Old Town North Small Area Plan. Any proposed development shall conform to the Old Town North Design Guidelines.	The maximum heights shall conform to the CDD-20 Concept Plan	Mix of residential (multifamily and/or townhouse) and retail uses

V. STAFF ANALYSIS

A. Master Plan Amendment and Rezoning Request

The proposal requires an amendment to the Old Town North Small Area Plan chapter of the Master Plan to change the land use designation of the property from the Commercial Downtown (CD) zone to Coordinated Development District #20 (CDD#20). Projects developed under the parameters of a CDD must obtain approval of a conceptual plan, in addition to approval of a preliminary plan. In conjunction with the requests for the master plan amendment and rezoning, the applicants have submitted a CDD Concept Plan. As stated in the Zoning section of the report, the proposed FAR of 3.0 exceeds the current zone provisions, which allow for 2.5 FAR with a SUP.

The 3.0 density is primarily driven by the applicant's proposal for a full-service grocery store, which takes up the entire first floor (1.0 FAR in total), and essentially $\frac{3}{4}$ of the block. The remaining 2.0 in residential density is appropriate to the surrounding neighborhood and helps to support the provision of underground parking and a new full-service grocery store.

In December of last year, City Council adopted criteria as to rezoning land with or without conducting a master plan study that are to be used for development sites requesting a rezoning. Based on the provisions set forth in the Old Town North Small Area Plan, the type of area, and the consistency with the City's goals, the subject rezoning in this particular proposal meets the criteria to forgo a master plan study and proceed with the rezoning. A specific analysis of the proposal as related to the Council's criteria is included below:

The proposal is consistent with the Old Town North Small Area Plan and the intent of the master plan for the area, even though the zoning needs adjustment to allow for a greater FAR. The plan designates the project area as a major development and redevelopment site, as well as a retail focus area on the north end of the block. The block is identified as appropriate for a mix of uses at relatively high or moderate densities. Additionally, the plan supports higher density only in cases which include a mixed use development.

The proposal is consistent with the type of area, or neighborhood context, which is characterized by a mix of uses. The building that results from a 3.0 density is modest in relation to nearby buildings because of its height and massing, which seamlessly integrates the new building with the existing building on the south end of the block, as well as other buildings across St. Asaph Street. Several high rise condominium and office buildings located in the area are built at a greater density (allowed for prior to the 1992 Zoning Ordinance update) and significantly taller, some more than 100 feet, than the proposed 67+/- foot tall building. The proposed grocery store use on the first floor and residential units above are compatible land uses with the surrounding neighborhood. The building's orientation addresses the street with main pedestrian entrances at prominent street corners and building up to the property lines. The scale of the building's facades will be pedestrian-oriented by having large storefront windows, residential entrances from the sidewalk, and a continuous street wall.

In addition to the proposal's consistency with the Small Area Plan and general compatibility with the neighborhood, the proposal is also in line with many City goals and policies. The project area is well served by mass transit, specifically the DASH bus system. The AT 5 bus route travels past the site along Madison Street and has a stop located on the adjacent block west of the site. The applicant has agreed to a Transportation Management Plan which will supplement the existing mass transit opportunities for residents and employees.

The proposal complies with the City's guidance related to the green building policy for new construction. The applicant is pursuing green building certification for both the residential and retail components of the building.

The applicant has offered to make a voluntary housing contribution in the amount of \$592,221. This amount is consistent with one interpretation of the City's voluntary affordable housing contribution policy. An alternative interpretation that has been used in the calculations for some, but not all, prior projects would yield a contribution of \$702,186. The interpretation and application of the policy will need to be clarified as part of the review of the housing contribution policy, currently underway, so it is consistently understood going forward.

Finally, the proposal will fulfill the City's policy of being economically sustainable. The project will bring approximately \$1 million net in property tax revenue to the City and will most likely provide additional financial benefits from sales tax generated by the grocery store. Additionally, the grocery store component will create approximately 150 new jobs. According to the 2005 Retail Market Analysis done for the Braddock Road Metro Area, as well as the 2009 King Street Retail Analysis, a grocery store of the size proposed could be absorbed and supported in this general neighborhood.

Thus, based on the proposal's consistency with the Old Town North Small Area Plan, the rezoning criteria, the compliance with various City goals and policies, and general compatibility with the neighborhood, staff finds this compliance supports the rezoning of the subject property from CD to CDD#20.

B. Retail Loading Dock

Among the most challenging issues surrounding this application is the placement of the retail loading dock because of the noise and increased traffic created by the associated delivery trucks. As originally submitted, the plans proposed the loading dock for the grocer be located on Pitt Street adjacent to the entry to the below grade parking. However, after extensive discussion with staff and the community, the applicant very recently agreed to move the retail loading dock to St. Asaph Street and submitted revised plans. Staff will provide a detailed discussion of all loading dock options but supports the St. Asaph Street location.

Number of Trucks

According to the applicant, upwards of 120 delivery trucks can be expected each week. On a daily basis this would amount to approximately 20 delivery trucks. Of these 20 trucks, approximately 2 would be full sized tractor trailer trucks operated by Harris Teeter. The other trucks would be smaller 40-foot long trucks that are operated by individual vendors delivering things such bread, soft drinks, alcoholic beverages and a host of other products sold at the store that are not delivered by Harris Teeter.

Environmental Concerns

Staff research has found that Harris Teeter uses a fleet of Volvo trucks which are designed to be more fuel efficient with reduced emissions. The diesel engines have particulate filters to remove soot from the exhaust to keep emissions low. Since 2007, Harris Teeter trucks began using ultra low sulfur diesel fuel, which is a cleaner burning fuel. Furthermore the diesel truck's engine is designed to cut off if it idles for more than six minutes, which improves upon the 10-minute idling policy adopted by the City. Reduced idling will also reduce the noise impacts.

Alternative Locations

The Pitt Street retail loading dock location was a great concern to some neighborhood residents including those living in Alexandria House and to some living in the townhouse section of Portner's Landing, as well as others. Concerns expressed by these residents include added traffic congestion, traffic delays caused by trucks backing into the loading dock and general noises and other environmental concerns associated with large delivery trucks. Other residents urged that the retail loading not be relocated to St. Asaph Street as that street is already burdened by the poor loading conditions associated with Trader Joes. A location on Madison Street was also considered but has not been well received by the community because this street is used as a primary walking street to the waterfront and a loading zone here would be disruptive and less safe for pedestrians.

As a result of these concerns, City staff requested that the applicant provide a detailed analysis of several alternate locations for the retail loading in an effort to see which location would have the least impact on the surrounding community. Thus, four different scenarios were studied and a brief description of each follows:

Pitt Street – This is the location proposed with the preliminary site plan and the location preferred by Harris Teeter. The loading dock would be located north of and adjacent to the entry to the parking garage, clustering all vehicular traffic related to this project at this location. Residential loading and trash pickup would be on St. Asaph Street.

St. Asaph Street – In this scenario the loading dock would be located where the residential loading was proposed. Residential loading would be moved to Pitt Street. The parking garage entry would remain at the Pitt Street location.

Madison Street – In this scenario the loading dock would be located just to the west of the residential lobby facing Madison Street. The residential loading and the access to the parking garages would remain unchanged.

Through Block Alley – With this scenario a through block alley would be created between Pitt and St. Asaph Streets. The loading dock would be located off of the alley, placing it out of sight of the adjoining streets. For this scenario the applicant studied two options. Both options would create a one-way alley for delivery trucks having them enter from Pitt Street and existing onto St. Asaph Street. The compactor remains facing Pitt Street in both options. The main difference between the two options is that in one case an additional parallel alley is created for cars exiting and entering the parking garage. Similar to the delivery alley, this alley is one-way operating in the same direction as the delivery alley. In the second option the garage access remains unchanged and remains on Pitt Street.

Staff studied the pros and cons of each location and a summary of the results of this analysis is provided in the table below:

Table #3. Analysis of Loading Dock Locations

Location	Pros	Cons
Pitt Street	<ul style="list-style-type: none"> Consolidates loading with garage entry and parking entry of adjoining building; Most practical location for store layout and function 	<ul style="list-style-type: none"> Opposite residential use; Concerns about use of Alexandria House driveway for truck movements; Possible conflicts between delivery vehicles and automobiles entering and existing the parking garage;
St. Asaph Street	<ul style="list-style-type: none"> Locates loading opposite office uses, not residential; Avoids conflict between loading dock and entry/exit to below grade parking; 	<ul style="list-style-type: none"> Adds to existing loading zones on or adjoin this street; Possible conflicts with driveway entries across the street; 2,000 square feet of retail lost.
Madison Street	<ul style="list-style-type: none"> Avoids any conflicts with Trader Joes loading; 	<ul style="list-style-type: none"> Bi-furcates sidewalk between residential lobby and grocery store

	<ul style="list-style-type: none"> • Is not a residential street ; • Places loading opposite a hotel with unoccupied lower levels; 	<ul style="list-style-type: none"> entry; • Identified as a main walking street to waterfront; • Delivery trucks would block intersection of Madison & Pitt to back into the loading dock; • Conflict with bus stop located at corner of Madison & Pitt.
Through Block Options A & B	<ul style="list-style-type: none"> • All loading operations are internal to site; • Delivery noises from trucks, loading and trash removal take place internally; 	<ul style="list-style-type: none"> • 5,000 – 7,000 square feet of grocery store space is lost primarily due to need to build a fairly wide alley; • Truck traffic would occur on both Pitt and St. Asaph Streets; • Retail & apartment parking spaces lost; • Delivery trucks will be using both Pitt and St. Asaph Streets

No single location will solve all the impacts identified. Of the alternative locations studied, staff found that placing the retail loading on St. Asaph Street would create the least impact and would be least disruptive to traffic and pedestrian traffic while still meeting the square footage requirements of a full-service grocer and operational efficiency of the loading dock. A significant improvement to relocating the retail loading is that it removes all conflict between delivery trucks and passenger vehicles entering and exiting the parking garage. This change in location also avoids placing all the traffic impact on Pitt Street by directing the delivery trucks to St. Asaph and the grocery store customers and apartment residents on Pitt Street. However, regardless of where the retail loading is placed certain impacts are unavoidable, such as stopping traffic as delivery trucks back into and pull out of the loading dock.

Urban Design Advisory Committee (UDAC)

In addition to the staff review, the Urban Design Advisory Committee, a citizen's advisory committee that focuses on North Old Town and is appointed by City Council, held three public meetings to discuss the project. The focus of their review has been on the building and streetscape design and a detailed discussion of their design review is provided in Section F of this report. However, it is worth noting here that the Committee also reviewed the concerns centering on the loading dock. At their May 11th meeting the applicant presented a more detailed description of the various locations for the loading dock operations.

Following the presentation UDAC members asked a number of questions and made several comments related to the loading dock location and its impacts on the community. Comments were also made by several residents of the neighborhood that were in attendance at the meeting. These comments focused on the negative impacts the loading dock would have on Pitt Street and whether another location could be considered. After consideration of all the presentations and comments, UDAC unanimously approved a motion supporting the project and its design. Then, a second motion was approved unanimously that recommended relocation of the loading dock to St. Asaph Street. A copy of the complete minutes of this meeting is attached (attachment #1).

Conclusion

Thus, based on staff analysis, input from UDAC and negotiations with the applicant, staff is recommending that the loading dock be located on St. Asaph Street. To further mitigate the impacts of the loading operation in general, staff is recommending a group of conditions that together will reduce potential impacts and include the following:

Loading Hours of Operation – In an effort to limit the impacts on the neighborhood due to delivery trucks making their way to the grocery store, staff is recommending that the days and hours of delivery be restricted. On weekdays staff is recommending that deliveries be limited from 7:00am – 10:00pm. Harris Teeter has indicated that the majority of their daily deliveries are completed by 2:00pm with only a few trucks arriving late in the day. Saturday and Sunday delivery hours are limited from 8:00am to 7:00pm. Trash pick-up will be restricted from 10:00am to 4:00pm which avoids potential conflicts with the morning and evening rush hours. No trash removal will be permitted on weekends.

Truck Delivery Routes – To address concerns raised by residents about the delivery truck routes, staff has recommended that delivery trucks operated by Harris Teeter be restricted to traveling only on certain streets through the neighborhood on the way to and from the store. Thus staff is recommending that the delivery route to the site be limited to Route 1, Madison Street, and St. Asaph Street. The trucks leaving the site will be limited to northbound St. Asaph Street, Montgomery Street and Route 1.

Traffic Control - To ensure that delivery trucks are complying with the above conditions and are not creating traffic tie ups or other impacts, a traffic control person will be required for the first three (3) months of operation. This person will monitor all truck turning movements in and out of the loading dock for a specified period of time, and may be called back into use if problems occur after the initial period of operation.

C. Pedestrian and Streetscape Improvement

The pedestrian experience will be greatly improved from the current situation which consists of narrow concrete sidewalks interrupted by several curb cuts. The proposed improvements should improve pedestrian safety as well as the aesthetics of the streetscape environment. The old concrete sidewalks will be replaced with brick sidewalks that range between 12 – 15 feet in width doubling the width of the current sidewalks. Additional sidewalk area will be added at each end of the block fronting on Madison Street in the form of two bump outs. One is proposed at the corner of St. Asaph and Madison Streets to allow for more pedestrian space at the only street level entry into the grocery store. A similar bump out is proposed at the other end of Madison Street at the intersection with Pitt Street. At this location the bump out provides extra space at the main entry to the residential building and also serves as a bus landing area where the bus does not need to pull over to the curb to pick up passengers. In both cases the bump outs reduce the distance one must cross to the other side of the street making for a safer crossing. A condition of approval will be the addition or replacement of the white thermoplastic crosswalk markings as well as the installation of pedestrian countdown signals at the St. Asaph and Madison Streets intersection.

The pedestrian experience will also be enhanced by separating the retail loading dock and garage entrance. Grouped together, the width of these two areas and the number of deliveries and passenger vehicles would create potential conflicts for pedestrians. By separating them, the width of the curb cut is reduced, allowing for a more continuous walkway. Furthermore the vehicular traffic is dispersed, lessening this point of conflict. Overall, the improvements to the pedestrian environment are another reason to support the retail loading dock location on St. Asaph Street.

Other aesthetic improvements include the addition of landscaping. Street trees will be planted along each of the three street frontages creating a future tree canopy that will shade the street and sidewalk. The tree pits will be interconnected to one another allowing greater room for root growth which will foster healthier trees. Foundation plantings are also proposed along the base of the building along all three facades. With the recommended conditions, staff finds that a safer and more interesting streetscape will be provided.

D. Parking

As part of the rezoning to a Coordinated Development District, the applicant proposes to establish parking standards as part of the rezoning. The proposed standards will be at a lower parking ratio than is currently allowed under the current Zoning Ordinance. Under the current Zoning Ordinance, a total of 468 parking spaces are required for the site. This number includes 240 parking spaces for the residential units and 228 parking spaces for the retail use. The proposal provides a total of approximately 325 parking spaces for the site, which includes 150 spaces for the use of retail patrons, and a ratio of one parking space per residential unit, approximately 175 of which are currently proposed. No on-site parking is proposed for visitors or retail employee parking. Instead, the applicant is proposing to provide the required 15% visitor parking (27 spaces) in addition to retail employee parking (35 spaces) at the Sheraton's underutilized parking garage located across Madison Street from the site, for a proposed total of 62 off-site parking spaces.

A parking study was conducted to justify the request for provision of a lower parking ratio for the residential and retail uses. For the residential portion of the site, the study identifies a comparable site that is located almost a mile from a Metro station. The actual resident parking demand at the comparison site is shown to be 0.99 parking spaces per residential unit. The Harris Teeter site, which is served by DASH and Metro buses, is located less than 0.6 miles from the Braddock Road Metro Station. Staff believes that the proposed 1.0 parking ratio for the residential units would satisfy the anticipated residential parking demand at this transit-oriented site. Visitors can be accommodated in excess on-site residential spaces or in the nearby off-site spaces. The applicant will provide a parking plan that includes how visitors will be notified and encouraged to use the off-site visitor parking, which will be offered free of charge. This plan incorporates the use of shared parking, a welcome concept in an urban area where existing parking assets can be better utilized through the use of private agreements. In this instance, shared parking allows excess parking availability in close vicinity of the site to be utilized instead of unnecessarily adding to the parking supply. Staff finds the proposed parking

arrangement to be an acceptable application of the shared parking concept in this urban neighborhood.

The retail parking plan also incorporates the use of shared parking to achieve an acceptable parking ratio for the site. The parking study showed that the average parking ratio for Harris Teeter stores in the Northern Virginia area is 3.49 parking spaces per square foot of retail space. The proposal offers a parking ratio of 3.53. This ratio includes 35 off-site spaces for retail employees located in the nearby parking garage, which will be offered at no charge to the employee. Again, the use of a shared parking arrangement in this proposal is in line with the goal of maximizing existing parking assets within the City. Staff finds that the proposed ratio, with the inclusion of the off-site spaces, provides an adequate supply of parking spaces for the retail use in this pedestrian- and transit-friendly area.

Finally, this area is well served by Metro and Dash bus, which helps the developer as well as the City to encourage the residents to use alternate transportation.

E. Traffic Study & Transportation Management Plan

Traffic Study

A traffic study was completed by the applicant to measure the impacts of the proposed development on the surrounding roadway network. Based on the applicant's traffic study, the development will generate 178 AM peak hour trips, 434 PM peak hour trips, and 411 weekend peak hour trips. The peak hour trip numbers above assume a 25 percent reduction in vehicle trips for the residential portion of the site, and a 40 percent reduction in vehicle trips for the retail portion of the site when compared to unfactored trip generation numbers. With proximity to several bus lines and the Braddock Road metro station, staff believes the 25 percent reduction for the residential trips is appropriate. Census data for this area shows 33% of residents do not commute to work via automobile, which supports a 25% reduction factor. The 40% reduction in retail trips includes a 25% reduction for pass-by trips (vehicles that would have already been passing by the retail on another trip, and decide to stop), and a 15% reduction for patrons and employees who may walk, bike, or take transit to the store. Both of these reduction percentages for the retail portion are appropriate based on the urban location of the store and existing traffic patterns.

Comparison of Average Daily Traffic (ADT)

The applicant analyzed average daily traffic (ADT) for the roadway blocks surrounding the site. Comparisons of ADT traffic volumes for the surrounding roadways are shown in Table 4 below:

Table #4. Average Daily Traffic (vehicles per day) for surrounding Streets

Study Intersection	Existing Conditions 2011	2014 without Harris Teeter Development	2014 with Harris Teeter Development
Madison Street	2,100	2,300	3,200
Wythe Street	4,200	4,400	5,600
N. Pitt Street	4,900	5,000	7,300
N. St. Asaph Street	4,100	4,200	4,300

The increase in the average daily traffic is primarily due to the retail component of the development. Approximately 80% of the traffic generated by the development will be trips to and from the grocery store, with the remaining 20% of traffic generated by the 175 residential units.

Comparison of Peak Hour Traffic Conditions

The applicant analyzed peak hour volumes using appropriate procedures, as detailed in the 2000 Edition of the Highway Capacity Manual. Traffic analysis results are summarized in Table #xx below for key area intersections.

Table #5. Peak Hour Level of Service and Delay (in seconds per vehicle) for Key Intersections

Study Intersection	Existing Conditions 2011			2014 without Harris Teeter Development			2014 with Harris Teeter Development		
	AM	PM	Sat	AM	PM	Sat	AM	PM	Sat
Madison Street & N. Pitt Street (All-way stop control)	C 17.4	B 11.8	A 8.3	C 18.7	B 12.2	A 8.4	C 24.2	C 15.7	A 9.8
Wythe Street & N. Pitt Street (All-way stop control)	B 15.0	B 13.0	A 8.5	C 15.9	B 13.5	A 8.6	C 20.9	D 32.6	B 10.7
N. Pitt Street and Site Entrance*	N/A	N/A	N/A	N/A	N/A	N/A	B 12.8	E 49.2	C 18.0
Madison Street & N. St. Asaph Street (Signalized)	B 11.9	B 10.5	A 9.8	B 11.9	B 10.7	A 9.9	B 11.7	B 10.8	B 10.3
Wythe Street & N. St. Asaph Street (All-way stop control)	B 14.6	B 10.4	A 9.1	B 14.9	B 10.6	A 9.2	B 16.0	B 11.8	B 10.7

*Note: North Pitt Street at the site entrance is proposed to remain un-signalized; therefore, the reported delay is only for traffic exiting the site. Vehicular traffic on North Pitt Street at the site entrance will operate at Level of Service (LOS) A with minimal delay.

The intersections with the most impacts to level of service are along N. Pitt Street. The impacts to the intersections along N. Pitt Street are more pronounced because the parking garage entrance to the development is located on N. Pitt Street. All associated car traffic entering or exiting the development must pass through either the intersection of Madison Street and N. Pitt Street or Wythe Street and N. Pitt Street. Even with the additional traffic generated by the proposed development, all intersections will continue to operate at an acceptable level of service. The intersection of Wythe Street and N. Pitt Street is the only intersection with a level of service D, during the weekday PM peak, which is an acceptable level of service for an urban intersection. All other intersections on the blocks surrounding the development operate at level of service C or better. There is a level of service E for traffic exiting the development during the weekday PM peak. It should be noted that this level of service is for traffic exiting the development only. The exit for the development will be stop sign controlled, and N. Pitt Street will have the right-of-way, with very minimal delays to N. Pitt Street traffic. While the site exit will operate at level of service E, the N. Pitt Street approaches will operate at level of service A.

Traffic Impact Study Conclusions

The addition of a full size grocery store will generate significant new traffic to the roads surrounding the development site. However, there is sufficient existing capacity on the surrounding roadway network to support the proposed uses. All intersections on the blocks adjoining the development will continue to operate at an acceptable level of service at development build out.

Transportation Management Plan

The applicants have agreed to participate in a goal-based Transportation Management Plan (TMP) to encourage modes of transportation other than the single occupancy vehicle (SOV). Though a TMP is only required for development projects with 250 dwelling units or more, the applicants have agreed to develop a TMP to help support a reduction in use of SOV's and encourage greater use of other forms of transportation including bus and metro. To support such a plan, the applicants have agreed to initial yearly rates of \$80 per residential unit and \$0.25 per square foot of retail space. The TMP will require a coordinator to implement and oversee the TMP program for both the rental units as well as for the grocery store. This position usually becomes a part of the rental management function. Specific elements of plan implementation include a ridesharing program, a careshare program such as Zipcar, discounted bus and rail fare media (up to 20%) available to tenants and employees for purchase on-site and distribution and display of transportation options to tenants and employees. Specifics of the TMP for this project are outlined in attachment #2.

The TMP program, when combined with the proposed reduced parking ratios, is likely to significantly reduce the number of SOV trips and the overall number of car based trips. The SOV trip reduction goal for the site is 40 percent, which is an achievable goal considering the site's mixed use nature and proximity to both transit and the Mt. Vernon bike trail.

The development conditions require the applicant to participate in the updated Transportation Management Plan when implemented. Currently, the TMP program is undergoing a major update, with the update projected to be complete and approved by City Council in Spring 2012. Requiring participation in the updated TMP program will allow this development to join with other nearby TMPs, creating economies of scale and more effective use of TMP monetary resources.

F. Building Design/Architecture

Architects Proposal

Rust-Orling Architecture is the architectural firm designing this building. The overall design approach is traditional in both design and scale of the project. The design attempts to be a blend of the more traditional architectural design located to the south in Old Town with the more modern or international styles located to the north, east and west. Though the applicant is seeking an increase in the floor area ratio (FAR) from 2.5 to 3.0, this increase will not be visible since the added floor area, associated solely with the grocery store, is in the center of the project and not visible from any street. The central floor area of the grocery occupies the area that typically would be an internal ground level courtyard in a residential development. Thus, the

increase in floor area does not result in a taller building. Though the building is not tall, it is broad with façade lengths measuring approximately 266 feet along St. Asaph and Pitt Streets and about 246 feet long for the Madison Street façade. To mitigate the horizontal dimensions of the project, the architect has designed the facades to appear as a series of smaller buildings, visually reducing the size of the building. These smaller buildings are each differentiated from one another by introducing variations in architectural styles, colors and use of materials.

Compliance with Old Town North Design Guidelines

The subject property is located within the Urban Overlay District (Zoning Code Section 6-500). The purpose of this district is to create additional design criteria that are intended to supplement the traditional zoning in Old Town North. A set of specific design guidelines were created for Old Town North that are used to implement the design review process. A citizen advisory committee, known as the Urban Design Advisory Committee (UDAC), is charged with reviewing all development proposals within the boundaries of Old Town North for compliance with the design guidelines. Key goals of the design guidelines include the following:

- Foster a sense of place, arrival and community;
- Orient buildings to the street;
- Create an attractive pedestrian environment;
- Encourage compatible development with parking underground or concealed.

Staff has worked closely with the architect to ensure that the design guidelines have been addressed. In particular, staff met with the architect to create a grocery store façade that is adequately articulated with transparent glazing and active uses behind the windows, such as the interior café space and open display areas. Upper level facades have been articulated with the use of brick, many windows, balconies and architectural details that create a comfortable scale that will be suitable to the surrounding neighborhood. All of the parking spaces on this site are proposed to be underground, eliminating any service or above grade parking structures. Below grade parking is seen as an amenity as it greatly improves the appearance of a development site and a concept valued in Alexandria. Streetscape improvements have included added landscaped areas, wider sidewalks and the inclusion of public art in the form of panels, prepared by an artist, to be added to one of the building facades, likely along Madison or Pitt Street.

During the course of this review, the UDAC committee met three times to review and comment on the design plans. As a result of these meetings numerous refinements were made to various details of the building and the streetscape. The Committee was concerned with the use of the Second Empire architectural style on the residential component of the building in one of the earlier schemes, noting the need to maintain Old Town North's eclectic and more contemporary urban fabric as compared to Old Town. The applicant addressed these concerns by revising the roof form and articulation of the façade. The Committee also recommended a higher quality of streetscape enhancements as a way of mitigating the lack of open space in the public realm. At their meeting on May 11, UDAC heard a final presentation on the project elevations which had been revised to address the concerns and comments as addressed by UDAC at the previous meeting. After several questions, associated with the revised building elevations and the characteristics/quality of the streetscape were posed, the Committee passed a motion unanimously endorsing the revised building design. A second motion, previously discussed

under Section B of this report, was endorsed by the Committee to relocate the retail loading dock operations to St. Asaph Street.

With the recommendation to relocate the loading dock to St. Asaph Street, the design of the building elevations will have to be adjusted accordingly. A condition related to this has been added that will require additional design review during the final site plan review. In conclusion, staff finds that the building and site design are in compliance with these design guidelines.

HVAC Systems

The building will be equipped with air-condition, ventilation and exhaust systems (HVAC). Exhaust ventilation for the below grade parking garage will be located on the St. Asaph side of the project. Individual heating and cooling units for each apartment will be placed on the roof of the residential building.

Harris Teeter will group their HVAC systems behind a screening wall on the rooftop. With regard to noise the applicant is researching the type of equipment that will be used and sound absorbing solutions to lessen the impacts of noise on future tenants of the building as well as to surrounding properties. Harris Teeter already employs an exhaust system used for cooking that is designed to operate only during cooking events and thus does not run continuously.

All of these systems must meet all modern code requirements and may not exceed the City's noise regulations as measured from the subject property's property line.

G. Green Building

The building will be consistent with the City's Green Building Policy. The placement of a grocery store within an existing urban environment, with proximity to transit, existing utilities and roads, is in-of-itself an environmentally sustainable decision. The applicant plans to utilize green building and sustainable design techniques to achieve certification of both the multifamily and retail components of the building.

Similar to other mixed-use projects in the city, the applicant intends to combine two green building programs into one building. For example, the Station at Potomac Yard used the U.S. Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) rating system for the fire station portion of the building and EarthCraft was used for the residential element. At the time there was no LEED rating system for multifamily or single-family homes. EarthCraft was actually developed in response to the need for sustainable building standards in residential development. Recently, the USGBC has adopted a LEED for Homes rating system for single-family, group (i.e. dormitory, assisted living facilities, if a building has nine units or fewer), and multi-family (a building with ten or more units) buildings. In this instance, the applicant intends to use EarthCraft for the residential component and USGBC's LEED or an equivalent green rating system for the retail portion of the building. Through these options, the applicant plans to achieve green building certification for the multi-family and retail portions of the building.

H. Open Space

Both the existing CD commercial zoning and the proposed CDD zone require a total of 40% open space, a significant portion of which should be at ground level and available to the public. The applicant is proposing 25% open space, above-grade, on the rooftop of the grocery store. This reduced amount of open space presented a challenge to the staff. Although staff usually does not support open space reductions with new development this application created a unique situation. In order to accommodate a typical full service grocery store, a total floor area of between 50,000 to 55,000 square feet is needed which results in a structure occupying nearly the entire site, leaving no room for open space at street level. Instead the applicant proposes to place open space on the roof of the grocery store. This space will be fully landscaped and will include seating areas and other passive amenities restricted to residents of the building only.

Pursuant to Section 5-307 of the Zoning Code, the Planning Commission may recommend and the City Council may accept the inclusion of comparable amenities and/or facilities provided in lieu of green space if such facilities meet or exceed the beneficial purposes which such green spaces would accomplish. Rooftop amenity spaces are becoming a common feature in residential developments throughout the area. The Whole Foods mixed use project on Duke Street provided rooftop open space and contributed to the East Eisenhower Avenue Open Space fund in lieu of ground level open space. The Madison project is a recent example of another rooftop amenity space that was approved as contributing to a projects' open space requirement.

Thus, staff finds that the rooftop amenities add meaningful open space and should count towards the 40% open space requirement. Thus, a total of 15% open space must be provided for with off-site improvements or a fee in lieu. Through negotiations with City staff, the applicant has agreed to make improvements to nearby Montgomery Park in lieu of providing all of the open space on their site. Montgomery Park occupies an entire city block and is a popular destination for area residents of all ages. The park has various amenities including a children's play area (used by St. Anthony's Day School during the week day), tennis courts, a fenced dog exercise area, public gathering space and parking.

A plan to upgrade the park was developed a few years ago with input from the community. A number of enhancements and related infrastructure improvements will be needed to implement the plan. The applicant proposes to make improvements to the Montgomery Park through implementation of the plan in an effort to fulfill their open space obligations. Particulars of the improvements will be determined during the final site plan review process but are to include the following (see condition #108 for detailed list of improvements):

- Reconfigured dog park with new fencing, shade trees and a water fountain;
- Enhanced landscaping and pathways;
- Widen access path at north end of park to 6 feet for adequate maintenance access;
- Increased landscaping for screening the parking area;
- Border/retaining wall north and east boundaries of dog exercise area;
- Provide two correct dog park gate entrances (double gates) at north and south end of the dog exercise area;
- Upgrade to park signage;

Staff finds that the long sought after improvements to Montgomery Park will serve as an appropriate contribution to the open space requirement. Staff is recommending a condition that requires the park improvements and identifies the specific improvements to be implemented at the park.

In addition to providing the open space improvements at Montgomery Park, staff is recommending the applicant provide a monetary contribution towards maintenance. The park improvements will create a higher quality open space, which requires additional maintenance. Staff wants to ensure the park is maintained at a level commensurate with or better than what the community currently experiences.

I. Community Outreach

There have been multiple community meetings held with various neighborhood groups and residents throughout the review of the proposal. The project was presented to Alexandria House, Portner's Landing Townhomes, Portner's Landing Condominiums, Port Royal Condominium, the Federation of Civic Associations, and the Urban Design Advisory Committee, among others. Portner's Landing Townhomes and Condominium Homeowners Associations generally supported the proposal but noted areas of concern to their respective communities. Alexandria House voiced concerns about the location of the retail loading dock, the amount of traffic generated by a full-service grocery store, and questioned the hours of operation.

The Urban Design Advisory Committee (UDAC) met informally on the project once and formally on the proposal two times. These meetings were open to the public and several residents of the neighborhood attended these meetings and were encouraged to speak during the public comment period. They focused their comments on the exterior design of the building, streetscape and loading dock location. A formal recommendation by UDAC was made at their May 11 meeting endorsing the project design and recommending the loading dock be relocated.

City staff also held a general community meeting on May 5 at City Hall. This meeting was intended to provide an update on the project for those that had already taken part in one of the individual association meetings as well as reach out to those residents that had not yet seen a presentation on the proposal. Nearly 100 residents attended this meeting with approximately one hour devoted to answering questions and listening to comments from the community. A large number of the speakers voiced concerns related to impacts associated with the loading dock, delivery trucks and traffic.

VI. CONCLUSION

Staff recommends **approval** of the development special use permit with site plan and all related applications subject to compliance with all applicable codes and the following staff recommendations. These recommendations include a specific condition that requires the retail loading dock to be moved to St. Asaph Street and several conditions intended to limit the impacts associated with the loading operations.

Staff: Faroll Hamer, Director of Planning and Zoning;
Gwen Wright, Division Chief, Development;
Dirk Geratz, AICP, Principal Planner;
Colleen Willger, AICP, LEED AP BD+C, Urban Planner;
Matt Melkerson, Civil Engineer IV, T&ES/Transportation

VII. STAFF RECOMMENDATIONS:

CDD CONDITIONS

1. The CDD Concept Plan shall have the same validity period as the development special use permit. However, the CDD zoning (CDD#20) that is proposed in Text Amendment #2011-0009 shall remain valid and active with the land. (P&Z)

DSUP CONDITIONS

2. The Final Site shall be in substantial conformance with the preliminary plan dated April 21, 2011 and as revised with the supplemental design plans prepared by Rust Orling Architects and Christopher Consultants, dated May 20, 2011, and comply with the following conditions of approval. (P&Z)
3. The development special use permit shall expire three (3) years after the date of City Council approval if a building permit has not been issued for the first phase of the building to be constructed pursuant to the approved plan. (P&Z)

A. PEDESTRIAN/STREETSCAPE:

4. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, RP&CA and T&ES:
 - a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
 - b. Install ADA accessible pedestrian crossings serving the site.
 - c. All brick sidewalks shall comply with the City's Memo to Industry 05-08 and shall comply with the widths shown on the preliminary plan.
 - d. Sidewalks shall be flush across all driveway crossings.
 - e. The retail loading driveway apron shall be concrete.
 - f. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
 - g. All crosswalks shall be standard, 6" wide, white thermoplastic parallel lines with reflective material, with 10' in width between interior lines. High-visibility crosswalks (white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)) may be required as directed by staff at Final Site Plan. All other crosswalk treatments must be approved by the Director of T&ES.
 - h. Provide and install eight (8) pedestrian countdown signals and eight (8) pedestrian activated push-buttons in accordance with City Standards at the intersection of

North Saint Asaph Street and Madison Street. All pedestrian-activated push buttons shall be accessible per ADA Accessibility Guidelines (ADAAG).

- i. Provide bump outs at corner of Madison and Saint Asaph Streets and corner of Madison and Pitt Streets as shown conceptually on the preliminary site plan.*** (P&Z)(RP&CA)(T&ES)

B. PUBLIC ART:

5. Incorporate public art into the streetscape as indicated in the written documentation provided by the applicant with the preliminary site plan. The public art shall be reviewed by the Public Art Committee prior to release of the final site plan and the applicant shall consider the Committee's comments before making the final selection of the public art components. The art shall be fabricated and installed prior to the first certificate of occupancy.*** (P&Z)(RP&CA)

C. OPEN SPACE/LANDSCAPING:

6. Develop, provide, install, and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z and RP&CA. At a minimum the Landscape Plan shall:
 - a. Provide an enhanced level of detail plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
 - b. Ensure positive drainage in all planted areas.
 - c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation on-site, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
 - d. Provide detail sections showing above and below grade conditions for plantings above a structure.
 - e. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers. (P&Z)(RP&CA)
7. Provide a site irrigation/water management plan at first final site plan that is developed, installed, and maintained to the satisfaction of the Directors of RP&CA and Code Administration.
 - a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
 - b. Provide external water hose bibs continuous at perimeter of building exterior that are sufficient to maintain the landscaping and streetscape with final locations to be determined at final site plan.

- c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
 - d. Install all lines beneath paved surfaces as sleeved connections.
 - e. Locate water sources and hose bibs in coordination with City Staff.
 - f. For this specific project, there shall be no irrigation system installed in the public right-of-way.* (Code Administration) (RP&CA)
8. Develop a palette of site furnishings in consultation with staff.
 - a. Provide location and specification for site furnishings that depicts the scale, massing and character of site furnishings to the satisfaction of the Directors of RP&CA, P&Z and T&ES.
 - b. Site furnishings shall include benches, bicycle racks, trash receptacles, and other associated features. (RP&CA)(P&Z)(T&ES)
9. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails, if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of RP&CA, P&Z, and T&ES. (RP&CA)(P&Z)(T&ES)
10. Hire a professional consultant to work with staff and the landscape designers to incorporate and interpret elements of the historical character and archaeological findings into the design of the open space and to prepare interpretive elements, which shall be erected as part of the development project. The site plan shall indicate themes and locations of interpretive elements. Prior to release of the final site plan, the consultant shall provide text and graphics for the signage subject to approval by the Office of Historic Alexandria/Alexandria Archaeology and the Directors of P&Z and RP&CA.* (Arch)(P&Z)(RP&CA)
11. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the City's Landscape Architects to review the scope of installation procedures and processes. (P&Z)
12. As-built documents for all landscape and irrigation installations are required. Refer to City of Alexandria Landscape Guidelines, Section III A & B. *****(P&Z)
13. The landscape elements of this development shall be subject to the Landscape and Performance Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Landscape and Performance Maintenance Bonds are subject to inspections by City staff at completion of construction, and at periods of one year and three years after completion. *****(P&Z)

D. BUILDING:

14. Provide the following building refinements to the satisfaction of the Director of P&Z:
 - a. Continue to work with staff to refine the proposed building elevations and architectural details. (P&Z)
15. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning to the satisfaction of the Director prior to selection of final building materials:
 - a. Provide a materials board that includes all proposed materials and finishes at first final site plan. *
 - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.***
 - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first final site plan. *
 - d. Construct a color, on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to release of building permits. **
 - e. The mock-up panel shall be located such that it shall remain on-site in the same location, or in close proximity to the site with the location to be determined during final site plan, through the duration of construction until the first certificate of occupancy. *** (P&Z)
16. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Silver or Equivalent for the grocery store and Earthcraft or Equivalent for the residential units to the satisfaction of the Directors of P&Z, RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
 - a. Provide evidence of the project's registration with LEED or Equivalent, as applicable, with the submission of the first final site plan.*
 - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) prior to issuance of a certificate of occupancy. ***
 - c. Provide evidence of submission of materials for Construction Phase credits to USGBC within six months of obtaining a final certificate of occupancy.
 - d. Provide documentation of Earthcraft and LEED Silver Certification within two years of obtaining a final certificate of occupancy.
 - e. Failure to achieve Earthcraft Certification for the residential project and /or LEED Silver for the commercial project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staff's determination will apply. (P&Z)(RP&CA)(T&ES)

17. Ensure the following for the retail areas within the development, to the satisfaction of the Director of P&Z:
 - a. Provide a minimum 15 feet floor to floor height.
 - b. All retail entrances along Madison Street and North Saint Asaph Street shall be required to be operable entrances. This requirement shall be included as part of the lease for each tenant.
 - c. The placement or construction of items that block the visibility of the interior of the store from the street and sidewalk (e.g. storage cabinets, carts, shelving, boxes, coat racks, storage bins, closets, etc.) shall be prohibited. This is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage. This requirement shall be included as part of the future leases for each tenant. (P&Z)
18. The applicant shall work with the City for reuse of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials. (T&ES)(P&Z)
19. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)
20. The applicant shall use EPA-labeled WaterSense fixtures for the residential units to minimize the generation of municipal wastewater from the site and explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could possibly reduce the wastewater generation from this site. A list of applicable mechanisms can be found at <http://www.epa.gov/WaterSense/pp/index.htm>. (T&ES)
21. Elevator lobbies and vestibules shall be visible from the parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as code allows to be worked out during final site plan review. (Police)(P&Z)

E. SIGNAGE:

22. Design and develop a coordinated sign plan, which includes a color palette, for all proposed signage, including, but not limited to site-related signs, way-finding graphics, business signs, and interpretive signage that highlights the history and archaeology of the site. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Directors of Archaeology, P&Z, RP&CA, and T&ES.*
23. Design business and identification signs to relate in material, color and scale to the building on which the sign is displayed to the satisfaction of the Director of P&Z.
 - a. The business and identification signs shall be designed of high quality materials and sign messages shall be limited to logos and names.

- b. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)
- 24. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)
- 25. Install a temporary informational sign on the site prior to the approval of the final site plan for the project. The sign shall be displayed until construction is complete or replaced with a contractor or real estate sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.* (P&Z)(T&ES)

F. HOUSING:

- 26. The developer shall make a voluntary affordable housing contribution of \$592,221 to the City's Housing Trust Fund. *** (Housing)

G. PARKING & LOADING:

- 27. Locate approximately 325 parking spaces in the underground garage consisting of 1) residential parking spaces of not less than 1 parking space per residential unit and: 2) 150 retail parking spaces. Residential parking spaces shall be separated from office / retail spaces. Any unassigned spaces in the residential portion of the garage shall be made generally available to residential visitors. (P&Z)(T&ES)
- 28. Provide 72 bicycle parking space(s). Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. (T&ES)
- 29. Provide a Parking Management Plan with the final site plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the final site plan and shall at a minimum include the following:
 - a. Provide controlled access into the residential portion of the underground garage for vehicles and pedestrians. The controlled access shall be designed to allow convenient access to the underground parking for residential visitors.
 - b. A plan of the garage facility, a description of access control equipment and an explanation of how both on-site and off-site parking will be managed.
 - c. Appropriate signage shall be provided for the retail parking indicating hours which are reserved for retail patrons. * (P&Z)(T&ES)
 - d. Excess parking within the residential portion of the project shall be made available to the retail employees on an as needed basis. (City Council)
 - e. Condition deleted. (City Council)
 - f. Condition deleted. (City Council)

30. All on-street parking controls and restrictions within the project area shall be determined by the City. Any such controls and restrictions which the applicant desires shall be shown on the final site plan. (P&Z)(T&ES)
31. The retail loading dock with trash compactor shall be relocated from Pitt Street to Saint Asaph Street to eliminate potential conflicts between delivery vehicles and passenger cars entering and exiting the parking garage as well as reduce impacts to nearby residential properties. The residential loading dock shall be relocated from Saint Asaph Street to Pitt Street. Applicant shall revise the building elevations accordingly with staff during final site plan review. (P&Z)(T&ES)
32. The arrival and departure of delivery vehicles for the retail loading shall be limited from 7:00am to 10:00 pm Monday through Friday and 8:00 am to 7:00 pm on weekends. Trash compactor deliveries shall be limited to Monday through Friday from 10:00 am to 4:00 pm. (P&Z)(T&ES)
33. Retail loading shall only be permitted from 9:00 am to 4:00 pm from the designated curb side loading spaces located along Saint Asaph Street immediately to the north and south of the retail loading dock. (P&Z)(T&ES)
34. For the tractor trailer trucks (WB-62 or larger), provide a traffic control person to monitor truck turning movements in and out of retail loading dock for first three months of retail occupancy, and additional time if needed as determined by the Directors of T&ES and P&Z. (T&ES)(P&Z)
35. The delivery route for tractor-trailer trucks (WB-62 or larger) traveling to the retail use shall be limited to Route 1, eastbound Madison Street, and southbound St. Asaph Street. The delivery route for tractor-trailer trucks (WB-62 or larger) traveling from the retail use shall be limited to northbound St. Asaph Street, westbound Montgomery Street, and Route 1. (P&Z)(T&ES)
36. A no left turn sign shall be mounted within the loading dock to prohibit exiting delivery vehicles from turning left onto St. Asaph Street. (T&ES)
37. The applicant shall provide a closed circuit video monitoring system to monitor the loading dock operations. The recorded video shall be stored for a minimum of thirty (30) days and shall be used by the grocery store operator to verify loading dock complaints received by either the City or the grocery store operator. The applicant shall be required to video said loading dock 24 hours a day, seven days a week and, if requested, the applicant shall provide recorded video files to the City. Requested files shall be provided by the grocery store operator within three (3) business days. (T&ES)
38. If there are more than two (2) violations of Conditions 35 and 36 in any month, the Director of T&ES will notify the grocery store operator in writing. The grocery store operator will have 30 days to implement a Corrective Action Plan as approved by the Director of T&ES, which may include the reinstatement of a traffic control person to

monitor the delivery operations at the Director of T&ES's finding. If there are any violations of Conditions 35 and 36 during a six month period subsequent to the enactment of the Corrective Action Plan, then, in addition to penalties issued pursuant to Section 11-207(A)(10) for violations of the conditions of a development approval (currently \$50 for first violation, \$100 for each subsequent violation), the violation shall be considered a traffic infraction punishable with a fine of \$200 per violation pursuant to Section 10-1-19 of the City Code. This condition shall not limit the use any other enforcement mechanism available pursuant to the Zoning Ordinance or City Code. (T&ES) (PC)

H. TRANSPORTATION MANAGEMENT PLAN:

39. According to Article XI of the City's Zoning Ordinance, a Transportation Management Plan is required to implement strategies to persuade residents and employees to take public transportation or share a ride, as opposed to being a sole occupant of a vehicle. The details of the Plan are included in the TMP Attachment #2 to the general staff conditions. Below are the basic conditions from which other details originate. (T&ES)
40. Any special use permit granted by City Council under this section 11-700, unless revoked or expired, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all of their heirs, successors and assigns. Any use authorized by a special use permit granted under this section 11-700 shall be operated in conformity with such permit, and failure to so operate shall be deemed grounds for revocation of such permit, after notice and hearing, by the city council. (T&ES)
41. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office. (T&ES)
42. The applicant shall participate in the revised Transportation Management Program if established. The revised program will include the elements outlined in the December 8, 2010 docket memo to City Council and approved by the Council. The revision to the program includes a periodic review of the TMP to determine if goals are being met and will provide an opportunity to adjust the rates up or down up to a percentage cap. The revised TMP program will go before the City Council for approval. Participation in the program will not initially increase the base contribution established in this SUP, however, the base contribution would be subject to adjustment up or down, up to a percentage cap, based on the final revised TMP program language to be approved by City Council at a future date (T&ES)
43. The applicant shall contribute \$40,000 to the city prior to Final Site Plan release for transit related improvements in the vicinity of the development site or provide the following transit improvements to the satisfaction of the Director of T&ES:

- a. Provide a bus stop bench for the bus stop at Madison Street & N. Pitt Street. The bus stop bench shall not be installed within the 7' long by 8' wide unobstructed ADA loading pad area. The bus stop bench can be installed adjacent to or behind the 7'X8' unobstructed passenger loading pad area and must be at minimum 5' from the back face of the curb.
 - b. Provide a bus stop bench for the existing bus stop at Montgomery Street & N. Pitt Street. The bus stop bench shall not be installed within the 7' long by 8' wide unobstructed ADA loading pad area. The bus stop bench can be installed adjacent to or behind the 7'X8' unobstructed passenger loading pad area and must be at minimum 5' from the back face of the curb.
 - c. Make the existing bus stop at Montgomery Street & N. Pitt Street ADA compliant by adding a 30' long by 8' wide bump out at the northeast corner of the intersection of Montgomery Street & N. Pitt Street. The required unobstructed 7' long x 8' wide ADA loading pad shall be incorporated into the bump out. The bump out design shall be included with the first Final Site Plan submission. *** (T&ES)
44. The applicant shall work with the City to install a bike share station on their site frontage or directly across the street from the project as part of a coordinated bike share program. In the event a bike share station cannot be located along the site frontage, an alternate off-site location within a two block radius of the project may be selected. The applicant shall be responsible for funding the station up to \$40,000. The bike share station shall be constructed within one year of the issuance of the last certificate of occupancy permit. In the event the City has not established a coordinated City bike share program that is either operating or scheduled to begin operation within one year of the last certificate of occupancy permit, the applicant shall not be required to install a bike share station or make a monetary contribution towards a bike share station. ****(T&ES) (City Council)
45. A TMP Coordinator shall be designated for the entire project upon application for the initial building permit. The name, location and telephone number of the coordinator will be provided to the City at that time, as well as of any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project. (T&ES)
46. An annual TMP fund shall be created, based on the TMP reduction goal of 40% of residents/employees not using single occupant vehicles, established for the Harris Teeter of Old Town North, the project's size and the benefits to be offered to participating residents. The rate to be charged for this development shall be \$80.00 per residential unit and \$ 0.25 per occupied square foot of retail space. Annually, to begin one year after the initial CO is issued, the rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year. The TMP fund shall be used exclusively for the approved transportation activities detailed in the attachment. (T&ES)
47. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator has not made a reasonable effort to use the funds for TMP

activities. As so determined, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transportation support activities which benefit the site. (T&ES)

48. The TMP Coordinator will submit an initial work report, annual reports, fund reports and modes of transportation surveys to the Transportation Planning Division as detailed in the attachment. (T&ES)
49. An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TMP mandatory reports required in the attachment (fund reports with supporting documentation, annual reports, survey results with a minimum response rate of 50%, and submission of raw data). The fee shall be in the amount of five hundred (\$500.00) for the first 30 (thirty) days late and two hundred and fifty dollars (\$250.00) for every subsequent month late. The amount of these administrative fees is for the base year in which the TMP is approved and shall increase according to the Consumer Price Index (CPI) going forward. (T&ES)

I. BUS STOPS AND BUS SHELTERS:

50. Make bus stops at the intersection of Madison and North Pitt Street and Montgomery Street and North Pitt Street ADA compliant. ADA compliance includes:
 - a. Install an unobstructed seven (7) foot wide, parallel to the roadway, by eight (8) foot wide, perpendicular to the curb, bus stop passenger loading pad on the proposed bulb out. The loading pad shall be at the same grade as the sidewalk, connect the curb to the sidewalk, and the pad's surface material shall match the sidewalk. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible. (T&ES)

J. SITE PLAN:

51. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status. (P&Z)
52. Submit the plat of consolidation and all applicable easements and/or dedications prior to the final site plan submission. The plat(s) shall be approved and recorded prior to the release of the final site plan.* (P&Z)
53. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of RP&CA, P&Z, and T&ES. These items include:

- a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
 - c. Do not locate above grade utilities in dedicated open space areas. (RP&CA)(P&Z)(T&ES)
54. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and RP&CA in consultation with the Chief of Police and shall include the following:
- a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
 - b. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
 - c. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
 - d. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
 - e. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
 - f. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
 - g. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
 - h. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
 - i. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
 - j. The walls and ceilings in the garage must be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.
 - k. The lighting for the underground parking garage shall be a minimum of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
 - l. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(RP&CA)(Police)
55. Provide a unit numbering plan for each floor of a multi-unit building with the first final site plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers

for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e.: Residential, Retail, Office) if known. (P&Z)

K. ENCROACHMENT:

- 56. Condition deleted. (PC)
- 57. Condition deleted. (PC)
- 58. Condition deleted. (PC)

L. CONSTRUCTION:

- 59. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the final site plan. In addition, building and construction permits required for site preconstruction shall be permitted prior to release of the final site plan to the satisfaction of the Director of T&ES. * (T&ES)
- 60. Submit a construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:
 - a. Include a plan for temporary pedestrian and vehicular circulation;
 - b. Include the overall schedule for construction and the hauling route;
 - c. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
 - d. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)(Code)
- 61. Provide off-street parking for all construction workers without charge to the construction workers. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to final site plan release. This plan shall:
 - a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
 - b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.

- c. If the plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)
- 62. The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
- 63. No major construction staging shall be allowed within the public right-of-way on North Saint Asaph Street, Madison Street, or Wythe Street. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)
- 64. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, tie-backs etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)
- 65. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Construction & Inspection prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
- 66. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)
- 67. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, RP&CA and T&ES. (P&Z)(RP&CA)(T&ES)
- 68. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)

69. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. *** (P&Z)
70. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the approved final site plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the P&Z prior to commencement of framing. (P&Z)
71. Submit a height certification and a location survey for all site improvements to the Department of P&Z as part of the request for a certificate of occupancy permit. The height certification and the location survey shall be prepared and sealed by a registered architect, engineer, or surveyor. The height certification shall state that the height was calculated based on all applicable provisions of the Zoning Ordinance. *** (P&Z)

M. WASTEWATER / SANITARY SEWERS:

72. The project lies within the Combined Sewer District, therefore, stormwater management and compliance with the City's Chesapeake Bay Program shall be coordinated with the City's policy for management of stormwater discharge within the Combined Sewer District. (T&ES)

N. SOLID WASTE:

73. Provide \$1,150 per receptacle to the Director of T&ES for purchase and installation of four (4) Iron Site Bethesda Series, Model SD-42 decorative black metal trash cans with domed lid by Victor Stanley. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan.* (T&ES)

O. STREETS / TRAFFIC:

74. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)
75. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction and Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)

76. Submit a Traffic Control Plan as part of the final site plan, for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided for informational purposes. In addition, the Traffic Control Plan shall be amended as necessary and submitted to the Director of T&ES along with the Building and other Permit Applications as required. The Final Site Plan shall include a statement "FOR INFORMATION ONLY" on the Traffic Control Plan Sheets. (T&ES)
77. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
78. Show turning movements of standard and compact vehicles in the parking structure and/or parking lots. Show turning movements of standard vehicles in the parking garage and also, of tractor with trailer for loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
79. The slope on parking ramp to garage entrance shall not exceed 12 percent. For slopes 10% and greater, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)

P. UTILITIES:

80. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)

Q. WATERSHED, WETLANDS, & RPAs:

81. The storm water collection system is located within the (Potomac River) watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)

R. BMP FACILITIES:

82. The City of Alexandria's storm water management regulations regarding water quality are two-fold: first, phosphorus removal requirement and second, water quality volume default. Compliance with the phosphorus requirement does not relieve the applicant from the water quality default requirement. The water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)

83. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Worksheet A or B and Worksheet C, as applicable. (T&ES)
84. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
 - a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. **** (T&ES)
85. Submit two originals of the storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.* (T&ES)
86. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the homeowner's association (HOA), if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the HOA or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. ****(T&ES)
87. If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:
 - a. The Applicant shall furnish the Homeowner's Association with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
 - b. The Developer shall furnish each home purchaser with a brochure describing the storm water BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowner's Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall

furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners.

Otherwise the following condition applies:

- c. The Developer shall furnish the owners with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. (T&ES)
88. The Applicant/Owner shall be responsible for installing and maintaining storm water Best Management Practices (BMPs). The Applicant/Owner shall execute a maintenance service contract with a qualified private contractor for a minimum of three years and develop an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. ****(T&ES)
89. Submit a copy of the Operation and Maintenance Manual to the Office of Environmental Quality on digital media prior to release of the performance bond. ****(T&ES)
90. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. ****(T&ES)

S. *CONTAMINATED LAND:*

91. Indicate whether or not there is any known soil and groundwater contamination present as required with all preliminary submissions. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. (T&ES)

92. Design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. (T&ES)
93. Due to historic uses on or immediately adjacent to the Site, the final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
 - a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site. The following are required pending the results of the Characterization Report:
 - b. Submit a Risk Assessment indicating any risks associated with the contamination.
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with “clean” soil.
 - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.
 - e. Applicant shall submit three (3) hard copies and two (2) electronic copies of the above. The remediation plan must be included in the Final Site Plan. * (T&ES)

T. NOISE:

94. Prepare a noise study identifying the levels of noise residents of the project will be exposed due to loading and unloading activities, idling, refrigeration and traffic. Identify options to minimize noise and vibration exposure to future residents at the site, particularly in those units closest to the loading areas and garage entrances including triple-glazing for windows, additional wall/roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (T&ES)
95. Present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of T&ES and the City Attorney: That the residential units are located above a commercial grocery store and that some noise associated with day to day store operations is common and is expected to continue indefinitely. (T&ES) (P&Z)

96. The noise study shall be submitted and approved prior to final site plan approval.* (T&ES)
97. All exterior loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)
98. Truck staging, loading and unloading activities within the loading dock area shall not occur between the hours of 11:00 pm and 7:00 am. Movement of merchandise from the staging area into the store shall be accomplished with non-motorized equipment between the hours of 11:00 pm and 7:00 am. (T&ES).
99. Outdoor grease trap cleaning operations shall not occur between the hours of 11:00 pm and 7:00 am. (T&ES)
100. No vehicles associated with this project shall be permitted to idle for more than 10 minutes when parked. This includes a prohibition on idling for longer than 10 minutes in the loading dock area. The applicant shall post a minimum of two no idling for greater than 10 minutes signs in the loading dock area in plain view. (T&ES)
101. Diesel or gasoline powered refrigeration system(s) for trailers or other storage containers are prohibited on site in the loading dock area. (T&ES)

U. AIR POLLUTION:

102. If fireplaces are utilized in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES)
103. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)
104. No material may be disposed of by venting into the atmosphere. (T&ES)
105. Control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)
106. Exhaust vents or fans shall be located in manner as to not impact the intake vent of adjacent properties. (T&ES)

V. CONTRIBUTIONS:

107. Living Landscape fund contribution – In lieu of planting trees on-site to comply with the 25% tree crown coverage requirement, the applicant shall pay \$5,100 into the City's Living Landscape fund or plant an equivalent number of trees at Montgomery Park in addition to the ten trees recommended in Condition 108. (RPCA)**
108. Open Space contribution – In lieu of providing the entire 40% publicly accessible open space on-site, the applicant shall design and construct and obtain appropriate permits for the following improvements to Montgomery Park to the satisfaction of the Director of Recreation, Parks and Cultural Activities:
- a. Connect trail/path from parking lot (on N. Royal) to N. Fairfax Street including any necessary grading and/or stairs;
 - b. Widen 110' linear foot of the access path and remove existing asphalt at north end (First and Royal Streets) of park to 6' for adequate maintenance access;
 - c. Provide one 20 amp 110v circuit from the existing Tennis Court lighting to the gazebo;
 - d. Provide an allowance of \$3,500 to preserve and improve the canal stone marker;
 - e. Provide a row of shrubbery and associated irrigation along the north side of the parking lot to screen parking lot;
 - f. Provide an allowance of \$3,000 to improve park signage;
 - g. Inventory existing trees and provide a minimum of (10) 3" shade trees (tree plan must be approved by the City Arborist prior to installation); and
 - h. Provide the following improvements to the designated fenced dog park:
 - i. Realign/slightly expand dog park up to an additional 2,500 square feet ("L" shape) and replace existing irrigation lines accordingly;
 - ii. Replace existing fence with park standard fencing (specifications to be provided by RPCA staff);
 - iii. Resurface the 2,500 square feet expanded dog exercise area;
 - iv. Provide the following dog park gate entrances (as required by Dog Park Master Plan): a separate double gate access for service entrance, a double gate access and 7' x 7' staging area at the north entrance gate, and a second double access gate on the south end;
 - v. Provide border/retaining wall along north and east boundaries of the dog exercise area or suitable alternative measure to control erosion and seepage from embankments and correct ponding on adjacent sidewalk;
 - vi. Provide and install dog water fountain to be serviced via existing water fountain service line; and
 - vii. Provide (2) benches for dog park. (RPCA)***
109. The applicant shall provide a \$100,000 park maintenance endowment for Montgomery Park to mitigate significant intensification of use associated with use by new residential development. Monies from this fund will be spent by RPCA Park Operations in order to continue providing an appropriate level of maintenance for this heavily used neighborhood park. (RPCA).*

W. *ARCHAEOLOGY:*

110. Hire an archaeological consultant to complete a Documentary Study and an Archaeological Evaluation. If significant resources are discovered, the consultant shall complete a Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented. (Archaeology)
111. The Final Site Plan, Grading Plan, or any other permits involving ground disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved Resource Management Plan is in place to recover significant resources in concert with construction activities.* (Archaeology)
112. Call Alexandria Archaeology immediately (703-838-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
113. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
114. Certificates of Occupancy shall not be issued for this property until interpretive elements have been constructed, interpretive markers have been erected, and the final archaeological report has been received and approved by the City Archaeologist.*** (Archaeology)

X. *DISCLOSURE REQUIREMENTS:*

115. If applicable, the Condominium / Homeowners Association (HOA) documents shall incorporate language that requires the following elements and other restrictions deemed necessary by the City Attorney to ensure that the trees proposed to be saved are retained including:
 - a. Require property owners to sign a disclosure statement acknowledging the presence and required protection of the trees.

- b. The trees to be protected as depicted on the approved site plan shall be required to be retained unless otherwise permitted to be removed by the City Arborist due to the health and safety of the tree.
 - c. Any proposal to remove a tree that is designated to be retained on the approved site plan for reasons other than health or safety shall require unanimous approval by the Homeowners Association and a site plan amendment. (P&Z)
- 116. If applicable, all condominium association covenants shall be reviewed by the Director of P&Z and the City Attorney to ensure inclusion of all the conditions of this DSUP prior to applying for the first certificate of occupancy permit for the project. The association covenants shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants. The language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this development special use permit approved by City Council.
 - a. The principal use of the underground garage and parking spaces shall be for passenger vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is not permitted.
 - b. The designated visitor parking spaces shall be reserved for the use of the condominium guests.
 - c. No more than two parking spaces shall be assigned to a specific condominium unit until all settlement on the units are complete; all unassigned spaces in the garage shall be made generally available to residents and/or visitors.
 - d. All landscaping and open space areas within the development shall be maintained by the Homeowners' and/or Condominium Owners' Association.
 - e. Exterior building improvements or changes by future residents shall require the approval of the City Council, as determined by the Director of P&Z.
 - f. The specific language of the disclosure statement to be utilized shall be provided to the City for approval prior to release of any certificate of occupancy permit.
*** (P&Z)
- 117. The applicant shall employ traffic control management on peak shopping days where traffic volume associated with the grocery store are expected to be heavy for monitoring the flow into and out of the retail/residential garage subject to the approval of the Director of Transportation and Environmental Services. (City Council)
- 118. The money earmarked for the proposed BikeShare may be used for transportation improvement in the surrounding neighborhood if the BikeShare program is not implemented. (City Council)
- 119. The Director of Planning and Zoning will review the condition one year after operations or after the issuance of a certificate of occupancy to assess the impact, primarily related to traffic operations.*** (City Council)

Asterisks denote the following:

- * Condition must be fulfilled prior to release of the final site plan
- ** Condition must be fulfilled prior to release of the building permit
- *** Condition must be fulfilled prior to release of the certificate of occupancy
- **** Condition must be fulfilled prior to release of the bond

CITY DEPARTMENT CODE COMMENTS

Legend: C - Code Requirement R - Recommendation S - Suggestion F – Finding

Transportation and Environmental Services

- F - 1. The ‘rebuilt’ ADA bus stop shown on the bulb out area on sheet C5.0 in the Preliminary 1 plan is generally acceptable and should be reflected on the Final 1 submission. (T&ES-Transit)
- F - 2. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)
- F - 3. The plan must be prepared in compliance with the requirements of Memorandum to Industry 02-09 dated December 3, 2009. The memorandum is available at the following web address of the City of Alexandria (T&ES):
- <http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- F - 4. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- F - 5. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 6. Include all symbols, abbreviations, and line types in the legend. (T&ES)

- F - 7. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be AWWA C-151 (ANSI A21.51) Class 52 or Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F - 8. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6" for all commercial and institutional developments; however, a 4" sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)
- F - 9. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18" above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.(T&ES)
- F - 10. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18" for sanitary sewer and 12" for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have

adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete. (T&ES)

- F - 11. No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)
- F - 12. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12" of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
- F - 13. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F - 14. The applicant shall provide a transportation study that examines the impacts of proposed development on pedestrian, transit and vehicular traffic. (T&ES)
- F - 15. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F - 16. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 17. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 18. The Traffic Control Plan shall replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. (T&ES)

- C - 1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed then the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 3 Per the requirements of Article 13-113 (d) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C - 4 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C - 5 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services.
(b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the

streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)

- C - 6 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to the industry on Downspouts, Foundation Drains, and Sump Pumps, Dated June 18, 2004 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C - 7 In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. The memorandum is available at the following web address of the City of Alexandria (T&ES):

[http://alexandriava.gov/uploadedFiles/tes/info/New%20Sanitary%20Sewer%20Connection%20and%20Adequate%20Outfall%20Analysis%20\(02-07\).pdf](http://alexandriava.gov/uploadedFiles/tes/info/New%20Sanitary%20Sewer%20Connection%20and%20Adequate%20Outfall%20Analysis%20(02-07).pdf)
(T&ES)
- C - 8 Americans with Disability Act (ADA) ramps shall comply with the requirements of VDOT Standard CG-12, revision 10/. (T&ES)
- C - 9 The applicant shall provide storage space for solid waste and recyclable materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of a trash truck and the trash truck shall not back up to collect trash. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: www.alexandriava.gov or contact the City's Solid Waste Division at 703-519-3486 ext.132. (T&ES)
- C - 10 The applicant shall be responsible to deliver the solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 11 The applicants will be required to submit a Recycling Implementation Plan form to the Solid Waste Division, as outlined in Article H to Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle.

- C - 12 Bond for the public improvements must be posted prior to release of the site plan.*
- C - 13 The sewer tap fee must be paid prior to release of the site plan.*
- C - 14 All easements and/or dedications must be recorded prior to release of the site plan.*
- C - 15 Provide a phased erosion and sediment control plan consistent with grading and construction plan.
- C - 16 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary.
- C - 17 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 18 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code.
- C - 19 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 20 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 21 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)

- C - 22 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the water quality volume default and stormwater quantity management. (T&ES)
- C - 23 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 24 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF. * (T&ES)
1. Code Administration:
- F-1 The following comments are for preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact Thomas Sciulli, Plan Review Supervisor at 703-746-4901 or thomas.sciulli@alexandriava.gov.
- C - 1 Six complete sets of sealed drawings will be required to be submitted along with schedule of special inspections for review and approval prior to the issuance of any construction permits.

Police

Parking Garage Recommendations

- R - 1. It is recommended that the section of the underground garage dedicated to the residents is gated off from the retail section and is controlled by electronic means. This should help alleviate unwanted persons tampering with resident's vehicles and other crimes.
- R - 2. It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.
- R - 3. Only residents with proper electronic access cards should be able to enter into the stairwells from the underground parking garage. This makes the stairwells safer for residents.
- R - 4. The controlled electronic access should not interfere with the emergency push-bar release located on the inside of the stairwell door that allows for emergency exit of the building.

Landscape Recommendations

- R - 5. The proposed shrubbery should have a natural growth height of no more than 2 ½ to 3 feet with a maximum height of 36 inches when it matures and should not hinder the unobstructed view of patrolling law enforcement vehicles.

Parks

- R - 6. It is recommended that the applicant choose a style bench that has an armrest in the middle of the bench to deter unwanted sleeping and skateboarding on the benches.

Miscellaneous

- R - 7. It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, and visible from the street placed on the front and back of each home. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.
- R - 8. It is recommended that all of the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a “breaking and entering” when the windows are open for air.
- R - 9. It is recommended that a “door-viewer” (commonly known as a peep-hole) be installed on all doors on the ground level that lead directly into an apartment. This is for the security of the occupant.

Archaeology

- F - 1. If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.
- F - 2. A draft Documentary Study for this project was submitted and is currently under review.
- F - 3. This block, bounded by N. St. Asaph, Madison, N. Pitt, and Wythe streets has high potential to yield significant archaeological resources. Eighteenth century maps of the City show that a stream cut through the northeast corner of the property, and it may have been the site of early filling activities. The G.M. Hopkins Insurance Atlas indicates that the northern half of the block had been subdivided by 1877, and two structures were present in the northwest quadrant. The Sanborn Insurance Maps show that the ice plant, car shop and cooper shop of the Robert Portner Brewing Company were located on the southern half of the block by 1907 and that a planing mill was present on the northern

half by 1921. Subsequently, buildings on the property served as a laundry, U.S. government warehouse, dye factory, and beverage warehouse. The property therefore has the potential to yield archaeological resources that could provide insight into domestic activities prior to 1877 and into industry in Alexandria during the 20th century.

- C - 1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

URBANDESIGNADVISORYCOMMITTEE

TO: **Old Town North Urban Design Advisory Committee**

SUBJECT: Minutes of May 11, 2011 Meeting

DATE: 16 May 2011

The Urban Design Advisory Committee met on Wednesday, May 11 at 9:00am at the Council Work Room in City Hall at the request of P&Z Staff. UDAC members in attendance included:

Elisabeth Lardner 703.739.0972 elardner@lardnerklein.com

Bruce Machanic 703.768.8675 bmachanic@mreproperties.com

Marie McKenney Tavernini 703.519.0155 mtavernini@aol.com

Roger Waud 703.838.7603 waudr@comcast.net

Daniel Straub 703.684.8575 dnstraub@netscape.net

The following were also in attendance:

Gwen Wright Chief of Development, P&Z gwen.wright@alexandriava.gov

Dirk Geratz Principal Planner, P&Z dirk.geratz@alexandriava.gov

Colleen Willger Urban Planner, P&Z colleen.willger@alexandriava.gov

Bob Buchanan Buchanan Partners b.buchanan@buchananpartners.com

Steven Hubert Buchanan Partners s.hubert@buchananpartners.com

Ken Wise McGuire Woods kwise@mcguirewoods.com

John Rust AIA Rust Orling Architecture jrust@rustorling.com

Scott Fleming AIA Rust Orling Architecture sfleming@rustorling.com

Michael Wenk Alexandria House mgwscrp03@aol.com

David Weinman Alexandria House ombudinc@aol.com

John Rahming Alexandria House j.rahming@att.net

Nancy Kincad Alexandria House nancyk764@verizon.net

Betty Kuehule Alexandria House bettykuehule@comcast.net

Jonathan Kerester Alexandria House jonathankerester@comcast.net

Elizabeth Warner Alexandria House warnerem@astro.umd.edu

INTRODUCTION

- The meeting was called to order at 9:00am. The purpose of the meeting was to review the revised Concept and Preliminary Plan submitted by the Applicant. According to the last UDAC review meeting on this project (April 6): "UDAC members suggested that this project cannot receive Concept Plan approval as currently conceived and presented. The committee thanked the Applicant for their presentation and encouraged them to return after working with Staff. Staff indicated that this project will return to UDAC for Concept Plan approval after a community presentation." The community presentation was conducted on May 5.

URBANDESIGNADVISORYCOMMITTEE

PROJECT PRESENTATION & DISCUSSION

- **The Androus Site: 735 North Saint Asaph Street**

The Applicant is proposing a mixed-use building with a first floor grocery store (Harris Teeter), 4 levels of above ground residential, and 2 levels of below ground parking - please see earlier minutes for specific data on the project. The Applicant then addressed the following major planning and design issues:

1. Architectural Design, Street and Store Frontage. The Applicant explained that the project elevations have been revised to address the concerns and comments as addressed by UDAC. Several questions associated with the revised building elevations and the characteristics/quality of the streetscape were posed. At the conclusion of the questions, the following motion was offered and seconded:

“UDAC favorably approves and endorses the design revisions to the building elevations that have been proposed by the Applicant”. The motion was approved.

2. Loading Dock. The Applicant presented the various layout options for the location and operation of the Loading Dock that have been discussed and evaluated with Staff. The Applicant also indicated that the layout and operational efficiency of the loading dock and service area is very important to the grocery store. As such, the Applicant believes the Pitt Street location is the best location for the Loading Dock. They also indicated that they are continuing to look at opportunities to reduce any negative impact associated with the Loading Dock as located on Pitt Street.

Several questions associated with the various layout options for the Loading Dock were posed; and a compromise was offered by UDAC that would allow for the reduction of first floor square footage for the Residential Area to be used to offset any “reduced” floor area for the Grocery Area that would be associated with the re-location of the Loading Dock to either Madison or St Asaph Streets. Several members of the community also addressed UDAC - all were opposed to the current proposed location of the Loading Dock on Pitt Street. Finally, Planning Staff suggested that the location of the Loading Dock on Pitt Street appears to work best from all of the studies that have been conducted. At the conclusion of the questions and comments, the following motion was offered and seconded:

“UDAC is opposed to the location of a loading dock on Pitt Street. Instead, UDAC suggests that the loading dock and service area should be located on Saint Asaph Street, or possibly Madison Street. In order to allow the Applicant sufficient flexibility to adjust the Grocery Area floor plan, UDAC is in favor of encouraging a compromise that would allow the Applicant to reduce a portion of the first floor of the Residential Entry Area to compensate the Grocery Area for any potential reduced floor area square footage resulting from any loading dock design changes”. The motion was approved.

NEW COMMITTEE BUSINESS

- No new business.

ADJOURNMENT

- The Committee adjourned at approximately 10:00am. The next meeting will be announced after consultation with Staff.

Please notify the author of any additions, deletions or changes in this report.

Transportation Management Plan SUP #2011-00011

The Harris Teeter Mixed Use Development site is located within 0.6 mile of the Braddock Road Metro Station. In view of this location, below are the Transportation Management Plan (TMP) conditions that the Transportation Planning Division requires for The Harris Teeter Mixed Use redevelopment (Harris Teeter):

The Transportation Management Plan (TMP) program was enacted by the Alexandria City Council on May 16, 1987 and is now part of the Alexandria Zoning Code (Chapter 6, Title 7). The ordinance requires that office, retail, residential and industrial projects which achieve certain square footage thresholds submit a special use permit application which must include a traffic impact analysis and a transportation management plan (TMP). The Planning Commission and the City Council consider all special use permit applications, and the City Council makes the final decision on the approval of the applications. Any project requiring a TMP must receive the TMP special use permit, before the project can proceed. The TMP Program is a comprehensive effort to increase the use of transit and reduce the number of single occupant vehicles (SOVs) in the City.

The Transportation Management Plan for The Madison consists of 6 parts:

1. Goal and Evaluation of the TMP
2. Organization and Funding
3. Transportation Management Plan
4. Evaluation of the Effectiveness of the TMP
5. Revision to the TMP
6. Permanence of the TMP Ordinance

1. Goal and Evaluation of the TMP

- a. The Harris Teeter site is located within 0.6 mile from the nearest Metro Station. The DASH line AT5 services the site providing connection to Braddock Road and King Street Metro Stations and the VRE commuter station. Additional WMATA bus routes are available two blocks away on Washington Street and at the Braddock Road Metro station. In view of this accessibility to transit, the TMP goal for the project is established at 40% non-SOV travel for mixed uses such as the Harris Teeter site.
- b. The achievement of this goal will be demonstrated by the performance of the TMP based on the activities conducted and financed by the TMP fund and the annual survey that are requirements of this special use permit. The fund report should demonstrate that enough activities are being conducted to persuade residents and tenants, as well as retail employees, to switch to transit as opposed

to using their personal vehicles. The survey should progressively show that the strategies financed through the TMP fund are increasing the number of transit users in the site up to the goal, which is 40% non-SOV. The fund report and survey are covered under part 3, sections f, g, and h.

- c. The TMP fund rate and program shall be evaluated 2 years after the issuance of the first certificate of occupancy and every 3 years thereafter, The rate shall be increased or decreased (as appropriate) based on factors including: ability to achieve goals, varying transit costs, etc. and programs adjusted as appropriate. All adjustments to the rates and programs shall be approved by the Director of T&ES.

2. TMP Organization and Funding

- a. The developer has agreed to appoint a Transportation Management Plan Coordinator (the TMP Coordinator) to manage and implement the TMP on behalf of the residents of the project. The Transportation Planning Division may assist the TMP Coordinator.
- b. An Initial Work Plan will be developed by the TMP Coordinator and approved by the Transportation Planning Division. This work plan should be submitted with the issuance of the first Certificate of Occupancy. To fund the ongoing operation and management of the TMP, the property owner will contribute a yearly amount of \$80.00 per occupied residential unit and \$0.25 per square foot of retail space. The amount shall increase annually in an amount equal to the Consumer Price Index (CPI) to be used exclusively for the transportation activities listed below. If requested by the Directors of T&ES and P&Z, the applicant shall contribute the required transportation management plan monetary contribution to a neighborhood Transportation Management Plan.
- c. The applicant shall participate and cooperate with other developments in the Old Town North area in a mutually agreed upon cooperative planning and implementation of transportation activities.

3. Transportation Management Plan

- a. The Special Use Permit application has been made for the following uses:

Use	Units	Square Feet
Residential	175	—
Retail	—	52,476

- b. According to the guidelines of Zoning Ordinance Chapter 11-700, the above level of development requires a Transportation Management Program (TMP). Such plan may include the following elements:

- i. A TMP Coordinator shall be designated for the entire project ***upon application for the initial building permit***. The name, location and telephone number of the coordinator will be provided to the City at that time, as well as of any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project.
- ii. Transit, ridesharing, staggered work hours/compressed workweeks, parking restrictions and the other program elements shall be promoted to prospective tenants and to employers and their employees.
- iii. Information about transit, ridesharing, and other TMP elements shall be distributed and displayed to residents — including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be placed in a prominent location in the building and a web site with this information and appropriate links to transit providers will be provided and maintained.
- iv. A ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program but also site-specific matching efforts.
- v. Establish and promote a Guaranteed Ride Home Program as part of the ridesharing and transit marketing efforts.
- vi. A carshare program shall be established as part of the ridesharing and transit marketing efforts for the building. At least one parking space within the parking garage should be made available for the exclusive use of a carshare vehicle. This space should be in a convenient location for residents and the TMP Coordinator will arrange with carshare companies

serving the area (currently Zipcar provides service in the City of Alexandria), for placement of the vehicle(s) in this project. For those individuals who take transit, carpool, vanpool, walk, or bike to work, the TMP program shall pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.

- vii. Discounted bus and rail fare media shall be sold on-site to residents of the project including during hours that are convenient for them. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by residents and/or the Transportation Planning Division. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20%.
- c. **TMP Fund:** Based on a 40% non-SOV goal for the proposed project, an annual rate of \$80.00 per occupied residential unit and \$0.25 per occupied square foot of retail uses are established for this project. Payment shall be the responsibility of the developer until such time as this responsibility is transferred by lease or other legal arrangement to the property owner and/or condominium and/or retail association. These contributions will be adjusted yearly as per the consumer price index (CPI). ***The first payment to the fund shall be made with the issuance of initial Certificate of Occupancy.*** Annually, to begin one year after the initial CO is issued, the rate shall increase by an amount equal to the rate of inflation in the Consumer Price Index (CPI) for the previous year, unless a waiver is obtained from the Director of T&ES. The TMP fund shall be used exclusively for these approved activities:
- i. Purchase, installation, maintenance and operation of electronic data centers for transit information to facilitate and promote the use of public transportation and, therefore, the TMP goals.
 - ii. The purchase of Smartrip cards loaded with at least \$25.00 in fare to be included in move-in package for new residents.
 - iii. Up to 20% of the annual contribution may be used as reimbursement of the salary cost for the TMP Coordinator.
 - iv. Discounting the cost of bus and transit fare media for on-site employees and residents. **Exception:** The fund shall not be utilized to subsidize the cost of transit for employees whose employers already reimburse them for their transit cost.
 - v. Subsidies to transit providers.
 - vi. Marketing activities, including advertising, promotional events, etc.
 - vii. Bicycle lockers for residents.

- viii. Membership and application fees for carshare vehicles.
 - ix. Participate in air quality/ozone action day programs.
 - x. Any other TMP activities as may be proposed by the TMP Association and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures.
- d. ***As part of the Initial Work Plan and with the issuance of the first Certificate of Occupancy, the developer will submit a statement with a breakdown of the expenses to be funded by the TMP contribution.*** The Director of T&ES may approve modifications to agreed TMP activities, provided that any changes are consistent with the goals of the TMP.
- e. **Unencumbered Funds:** Any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or may be paid to the City for use in TMP support activities which benefit the site. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Association has not made reasonable effort to use the funds for TMP activities.
- f. The TMP Coordinator shall provide semi-annual TMP Fund reports to the Transportation Planning Division. These reports will provide a summary of the contributions to the fund and all expenses and should be accompanied by supporting documentation. ***The first report will be due six months following the issuance of the first certificate of occupancy.***
- g. The TMP Coordinator shall conduct an annual survey, with a minimum response rate of 50%, of the modes of transportation of residents and employees, and other commuting information, as requested by the City, and submit the results and the raw data to the Transportation Planning Division. ***The initial survey shall be submitted 1 year from the time of 60% occupancy of The Harris Teeter Mixed Use Development.***
- h. In conjunction with the survey, the TMP Coordinator shall provide an Annual Report to the Director of T&ES, identifying, as of the end of the reporting period, the units and square feet of occupied retail space, a summary result of the annual survey including an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic. The annual report shall also contain a review of the TMP program as well as information on the compliance with the approved parking management program for the project.
- i. **Administrative Fee for Non-Compliance:** An administrative fee shall be assessed to the governing entity for lack of timely compliance with the

submission of the TMP mandatory reports (fund reports with supporting documentation, annual reports, survey results with a minimum response rate of 30%, and submission of raw data). The fee shall be in the amount of five hundred dollars (\$500.00) for the first 30 (thirty) days late and two hundred and fifty dollars (\$250.00) for every subsequent month late. The amount of these administrative fees is for the base year in which the TMP is approved and shall increase according to the Consumer Price Index (CPI) going forward.

4. Evaluation of the Effectiveness of the TMP

- a. The goal of 40% non-SOV for transit mode share and auto occupancy established in paragraph 1.a of this document will be used in evaluating the performance and effectiveness of the TMP. The annual survey will be used to continually determine whether the development is meeting these targets.
- b. The City of Alexandria, in conjunction with the TMP Coordinator, will identify performance standards and objectives to measure the cost effectiveness and develop methodologies to monitor the performance of each element of the TMP. The performance of The Madison in meeting these objectives will be evaluated in the annual report prepared by the TMP Coordinator, and will be used in developing the Annual Work Plan for the association.
- c. This TMP has been designed to be flexible and responsive to the inputs of these annual evaluations in prescribing Transportation Demand Management (TDM) strategies and tactics to be implemented in the Work Program. The combination of size, scale of buildings, mixed-uses and phasing of development and transportation infrastructure requires that the TMP have flexibility to respond to the various challenges posed by changes in tenant mix, supply of parking, transit system capacity, transit fares, construction staging and traffic, fuel prices, regional transportation policies and projects, and changes in travel behaviors, prevalence of Metrochek subsidies, telework and flexible work hours, and changes in surrounding developments. By linking evaluation to work planning, the TMP standards of performance will also change throughout the development cycle as the “right” solutions are adjusted in response and anticipation of changes in transportation conditions.

5. Revision to the Transportation Management Program

- a. The owner shall participate in the revised Transportation Management Program if established. Participation in the program does not automatically increase the contribution established in this SUP.

6. PERMANENCE OF THE TMP ORDINANCE

- a. As required in Section 11-700 under Article XI of the City of Alexandria Zoning Ordinance, the special use permit and conditions attached thereto as granted by City Council, unless revoked or amended, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all heirs, successors and assignees with whom sale or lease agreements are executed subsequent to the date of this approval.
- b. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office *with the issuance of the first certificate of occupancy*.
- c. The Director of T&ES may approve modifications to agreed TMP activities and funds, provided that any changes are consistent with the goals of the TMP.
- d. In the case of any conflicts between the conditions of approval for The Madison and this attachment, the conditions will govern.